

latitude 38

THE NORTHERN CALIFORNIA SAILING SHEET

VOL. 47 MAY 1981

BULK RATE
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THE RIGHT STUFF!



The RAFIKI 37 was designed as a good performing, serious offshore cutter to be easily handled by two persons. Period. It wasn't meant to be a dockside cottage, although it shows well & at least a quarter of our owners are live-aboard, it wasn't intended to be an around-the-buoys racer, although it consistently wins races & embarrasses so called modern underbody designs. Instead, we insisted on safety & deck features that make it simple & straight-forward. Let's look at a few examples:

- 1. THE DESIGN:** Cutter-rigged on a time proven full keeled hull with outboard rudder and tiller, easily adaptable to self-steering mechanisms. Deck and hull fully bonded and laminated to each other. Ends well faired to provide a clean entry and wake (which helps account for her remarkable speed).
- 2. THE HULL:** Fabrication of Airex[®] turned out to be the best suited material for our sandwich hull. Primarily it provides strength (our laminate schedule will withstand approximately 150,000 pounds per square inch impact). Secondly, it is an excellent thermal accoustical insulation.
- 3. THE DECK:** Extra wide, up to 35" of uncluttered space boarded outboard by extra high double lifelines and inboard by cabin top full length handrails. Wide decks allow topside stowage during extended passages or unscheduled sail changes.
- 4. THE COCKPIT:** A proper size for offshore cruising. Large enough for three to four persons. Small enough to move around in absolute security. The combing is the same height as the threshold. So in the event of pooping, excess water flushes immediately before becoming a threat to either ballast or swamping below decks.
- 5. THE RIG:** Stepped on deck cutter rig with double spreaders and running backstays. Double track for main and storm trysail. External pre-stretched halyards.

UPCOMING SERIES WILL COVER: Interior — Electrical — Mechanical — Hardware — Sail Inventory

1815 Clement Avenue
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The
**Yacht
House**

THE ULTIMATE QUEST

On weekends "Don" Malaccorto and his loyal crew of Sancho Panza's mount **Rocinante**, the faithful Steed, and together they go to seek the elusive victory.

Victory is an arduous quest, and the requisite perseverance is near endless. After the weekend the weary retreat to regain strength for next weekend's battles.

In the heat of battle it is difficult to maintain a clear focus on the objective. It is easy to become mesmerized by the rolling of the spinnakers, round and round and round and round. Black . . . black as a moonless night. Red . . . red as the fires of Hades. Green . . . green as the fields of springtime. Gold . . . gold as the shining sun. Orange . . . orange as the streaking sunset. Rolling back and forth, round and round, back and forth, and round and round. The rolling of the deck, the rolling spiraling colors, and round and round and round and round.

Then it strikes. Awaken. Broach. You cannot achieve the ultimate quest if you are defeated in the immediate battle. **Rocinante** rears and she must be controlled. The Man from La Mancha must overcome the susceptibility to being mesmerized. No, the goal cannot be forgotten, it cannot be permitted to slip away in a spiraling dream of colored spinnakers.

Onward. The foe is not so strong that "Don" Malaccorto will not persevere. Through an iron commitment to principle and through immovable vision, the windmills of the swirling riptide waters are overcome; the finish line appears out from the morning fog. But then there is the unrelenting tide, and again that unreachable goal.



Rocinante

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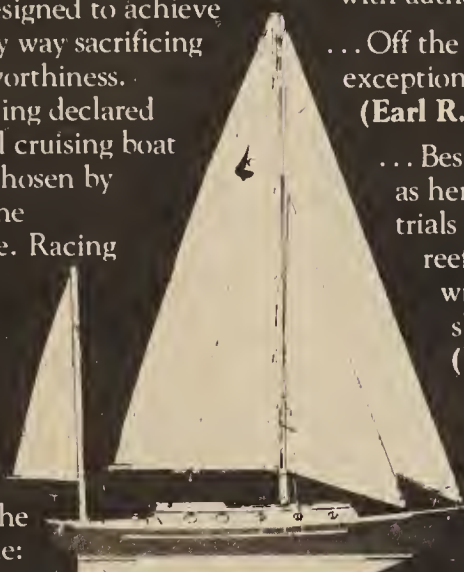
1500 Maple St., Redwood City, CA 94063
(415) 368-2908

WINNING DESIGN—WINNING PERFORMANCE

No wonder the Crealock 37 is winning the hearts of world cruisers. She began as the designer's idea of the yacht he would choose for himself, designed to achieve maximum performance without in any way sacrificing the most important quality of all—seaworthiness.

That was just the beginning. After being declared one of the winners of an international cruising boat design contest, the Crealock 37 was chosen by veteran solo racer David White, for the Singlehanded Transpacific Yacht Race. Racing against larger boats, **Intention's** remarkable performance was proven when she finished second, logging 2,482 miles. David averaged 6.76 knots for 15 days straight!

And that's not all. In actual ocean trials conducted by independent experts, the following comments on the Crealock's 37's performance were made:



"... [The Crealock 37] proved to be exceptionally close-winded... maintained good control and tacked with authority.

... Off the wind the Crealock showed its cruising lines in exceptionally good performance."

(Earl R. Hinz, *Sea*, Oct., 1978)

... Best of all, performance is as pleasing to the mind as her canoe-stern is to the eye. "During the sailing trials the Crealock 37 moved quite well under a reefed main and a number three jib in 20 knots of wind. The yacht steered easily, heeled only slightly, and was responsive and quick.

(Hal Roth, *Motor Boat & Sailing*, March, 1979)

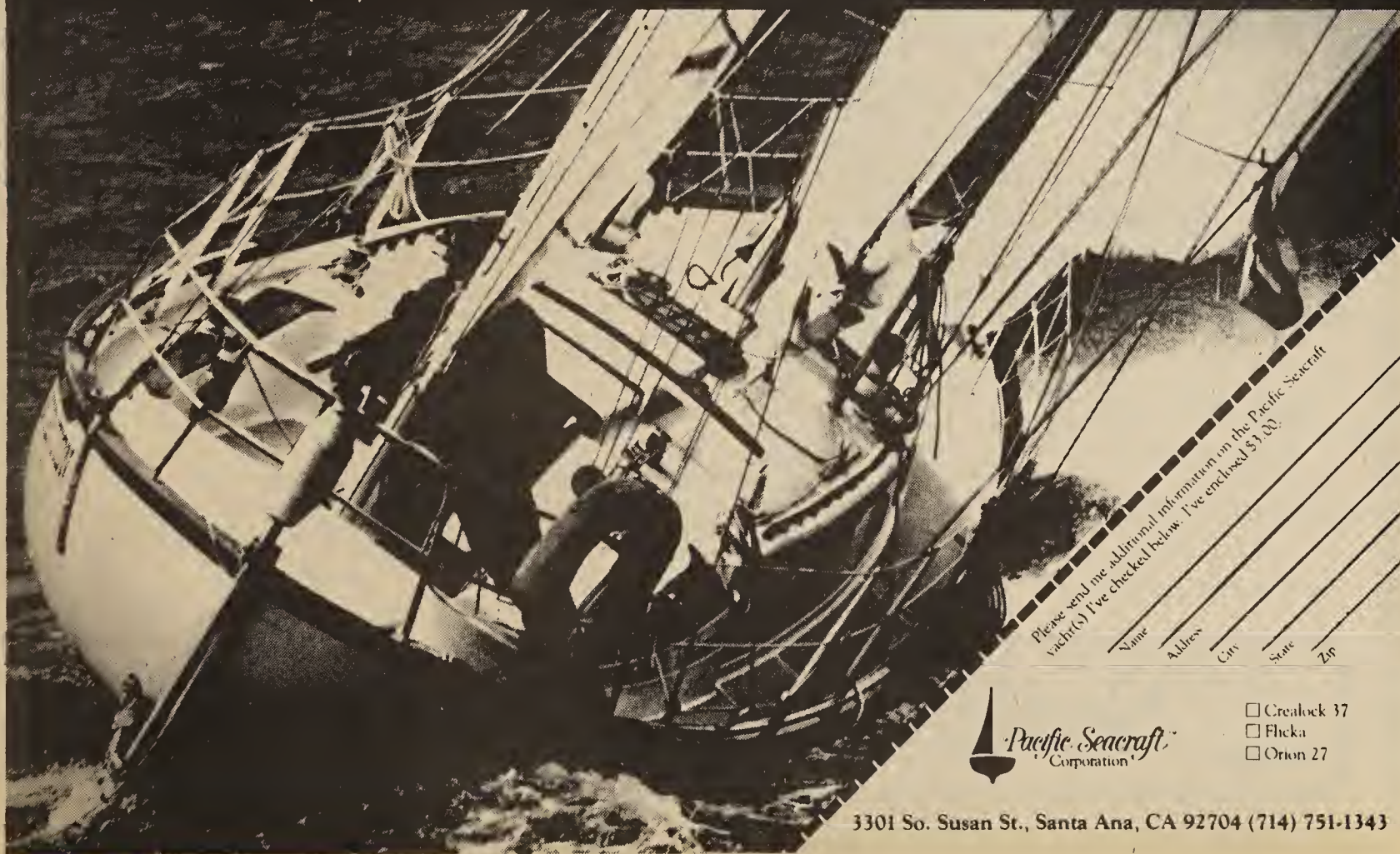
If you've been looking for a high performance world class cruiser, look no further. The winning design and proven performance of the Crealock 37 is bound to win you over, too.

Crealock 37

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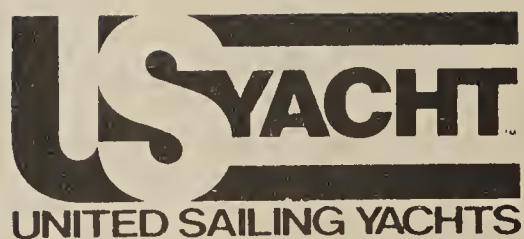
Please send me additional information on the Pacific Seacraft yacht(s) I've checked below. I've enclosed \$3.00.

Name	Address	City	State	Zip



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Cal 2-24 in the sunset off Angel Island

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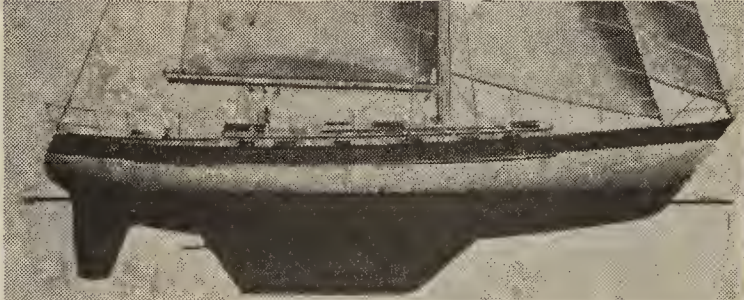
Dufour

O'day
25 26 31 34 37

Valiant 
32, 37, 40, 47 & 40 Pilothouse

IRWIN

Valiant 47



VALIANT 47 — Artfully combining high-performance, efficiency and spaciousness. Giving you an ocean-cruising yacht with modern fin/skeg rudder configuration. 2 large staterooms with connecting heads. Queen-size berths. Ample storage. Plus galley facilities that make you feel right at home. The Valiant 47. The shape of things to come.

Dufour 4800



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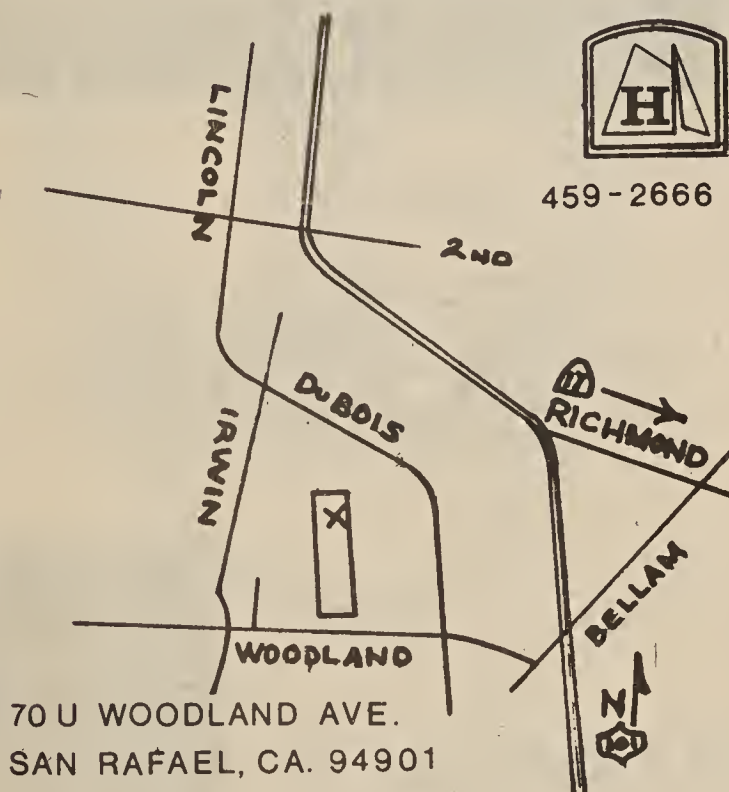
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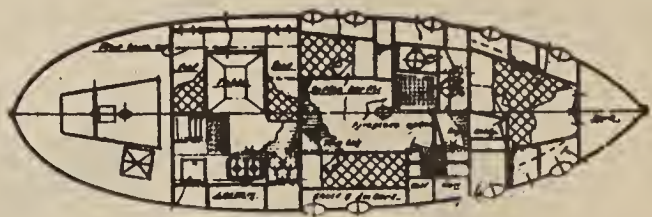
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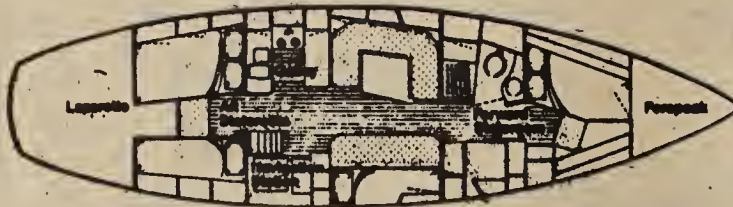
◀ **GLOBE 38**

L.O.A.: 37'4"
L.W.L.: 32.4"
BEAM: 11'8"
DISPL.: 32,000 lbs.
SAIL AREA: 928 sq. ft.

Globe 38

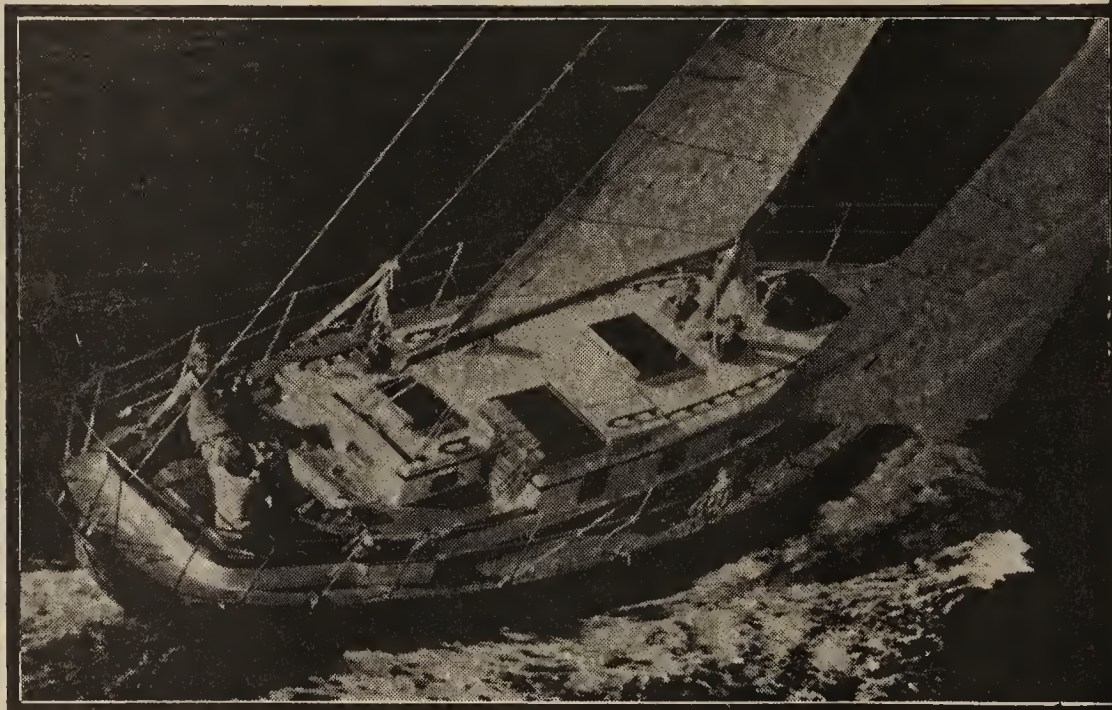


Mason 43



MASON 43 ▶

L.O.A.: 43'10½"
L.W.L.: 31'3"
BEAM: 12'3½"
DISPL: 25,000 lbs.
SAIL AREA: 899 sq. ft.



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CALENDAR

Summer's in the air and they've turned on the thermals inland, which means it's time to put on your foulies. Now the *real* sailing season begins.

May 9 — Farallones Race, YRA, S.F.Y.C.. Also happens to coincide with this publisher's birthday.

May 10 — Mother's Day.

May 10-12 — Two Star Doublehanded, Bermuda to Azores to England.

May 12 — Deadline to sign up your club's entries for Big Lipton, Larry Knight, Little Lipton and CHISPA trophies.

May 12-17 — Six Meter Nationals, Newport Beach West. Bertrand & the boys try to follow in Blackallers topsiders.

May 15-17 — Woodies, St. Francis YC. No smoking please!

May 23 — S.F.Y.C. Red Cross Centennial Regatta, (415) 435-1294.

May 23 — Waterhouse (Watercloset) Enduro — 187-miles of bad ocean. Also start of Memorial Day Weekend — get out of town!

May 24 — Master Mariners. "No knock on wood fella!"

May 25 — Memorial Day.

May 30 — Benefit auction for Linda Webber-Rettie at Ballena Bay Y.C. Tax-deductible, call 521-7172.

June 4 — Singlehanded Sailing Salute. 7:30 Fort Mason, Bldg. E. Moitessier & film "American Challenge", plus Japanese solo entrants. (415) 441-1104.

June 5-7 — Santa Cruz Harbor Festival and Boat Show. Free and traditionally mobbed. Highlight is Rube Goldberg Contraption Race — 3:00 p.m. on the 7th.

June 6 — Doublehanded Transatlantic; England to Newport East.

June 7 — Aeolian YC Lightship. An Aeolian tradition. 26.2 nautical miles.

June 7 — Singlehanded TransPac; S.F. to Japan. Is Linda Webber-Ready?

June 11-14 — Long Beach Race Week.

June 12 — or thereabouts. The Start (sort of) for Ketchikan Race. Everyone's supposed to get there July 2nd. 523-9011, Don Goring, 647 Pacific Ave., Alameda, CA 94501.

June 21 — Ancient Mariners TransPac, San Diego to Maui. (714) 223-3309.

June 23-July 3 — COORS U.S. Open, 18-ft. World Championships, S.F.Y.C. Vroom, vroom!

June 30 — TransPac, Slippery slide from Mainland L.A. to L.A. of the Pacific.

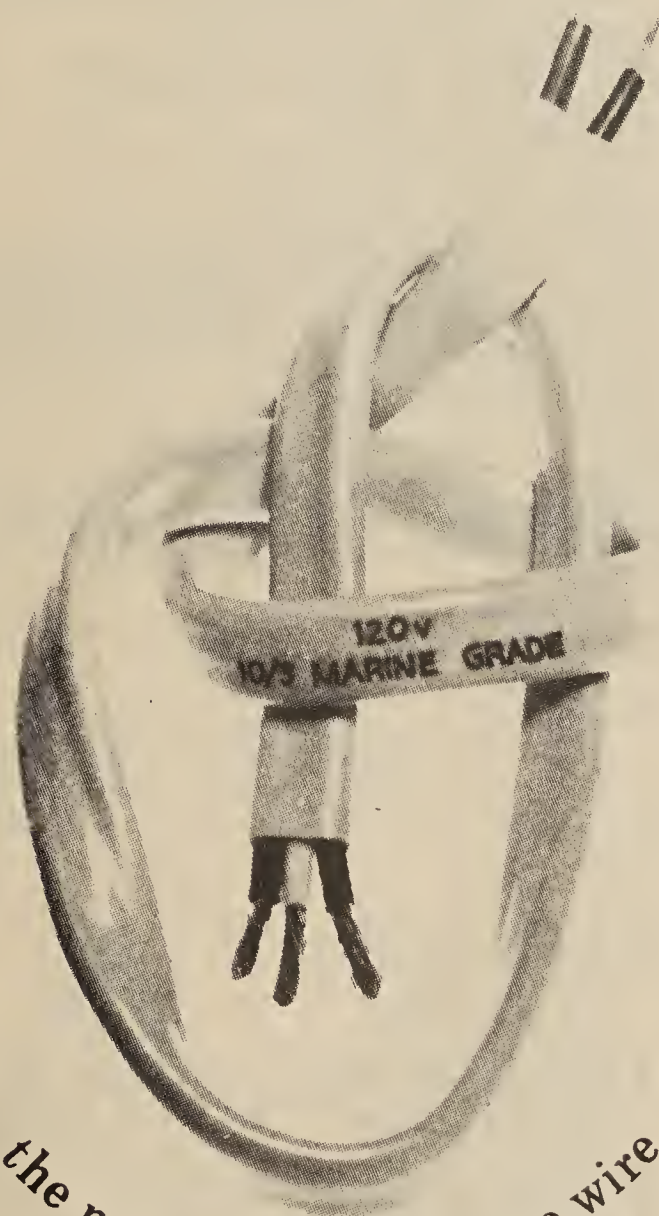
July 4 — Jack & Jill TransPac, Louis Place, 2830 N.W. Market, Seattle, WA 98107.

July 8-9 — Lectures by Bernard Moitessier (8th) and Tristan Jones (9th) at Santa Cruz Civic Center. (805) 644-5827.

July 9-12 — Monterey International Multihull Class, Monterey. Call Colin: (408) 372-4271.

Calendar addendum — *Friday Night Races* — Spring Twilight Series, Oakland Estuary, May 15, 29, June 12, 26, July 10. Call (415) 523-3618 or (408) 259-3360; Sausalito Cruising Club, May 8, 22, June 12, 26, July 10, 31, August 14. Call (415) 332-9349; Golden Gate Yacht Club, May 8, 22, 29, June 5, 19, 26, August 7, 21, 28, September 4. Call (415) 924-0570 or (415) 346-BOAT.


We've also heard there's a Friday niter at Corinthian Y.C. (415/435-4771) and Wednesday nite races at Vallejo Y.C. (707/644-5321) and off Santa Cruz (starting at 6:30). Have fun!



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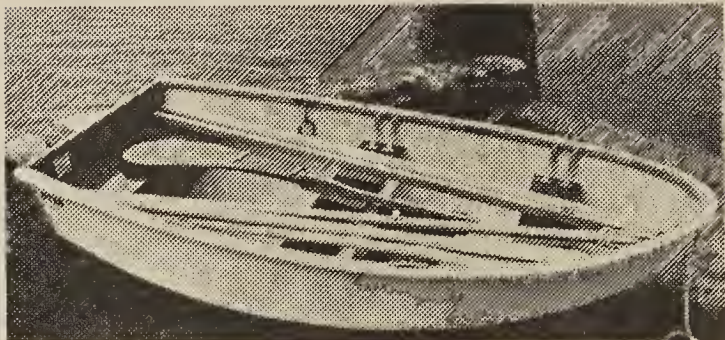
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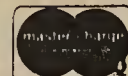
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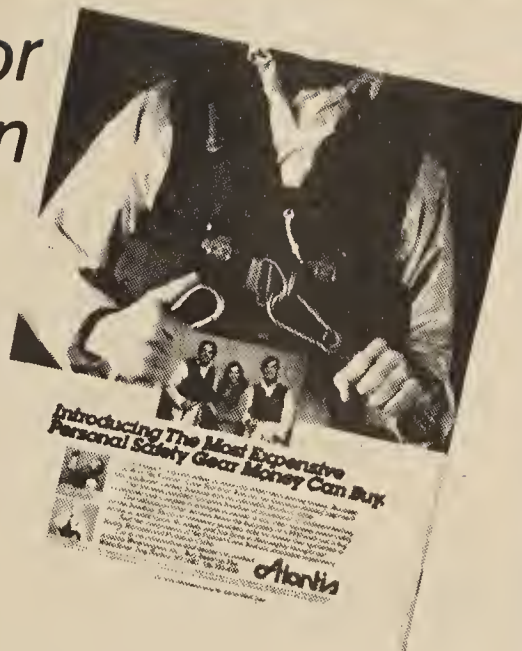
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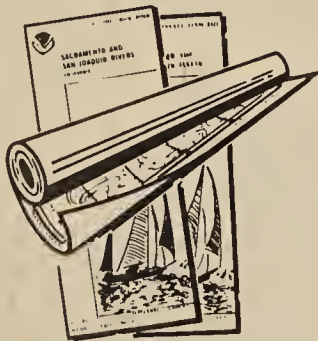


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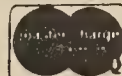
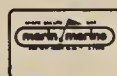
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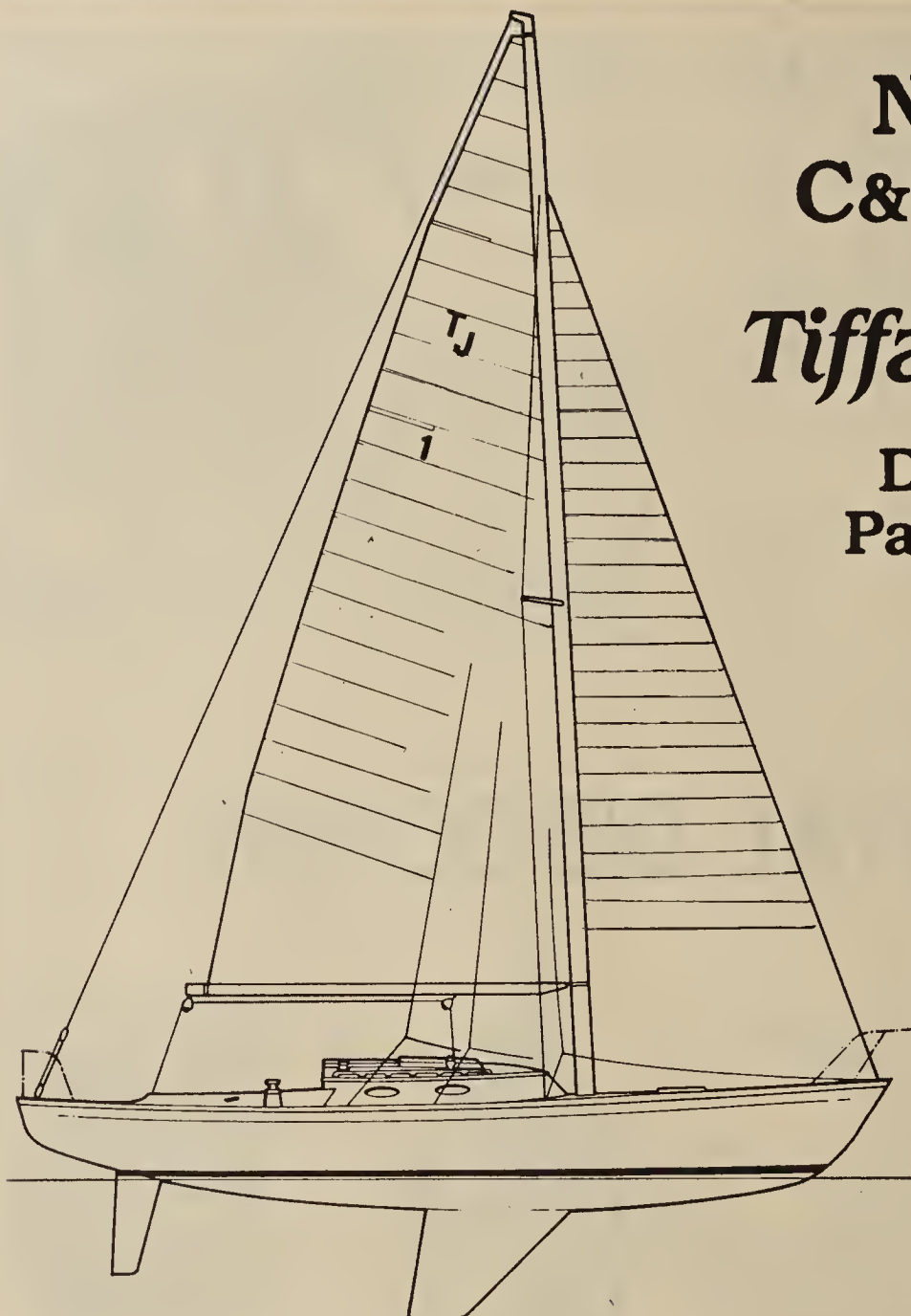


Special prices for May 1981, subject to change.

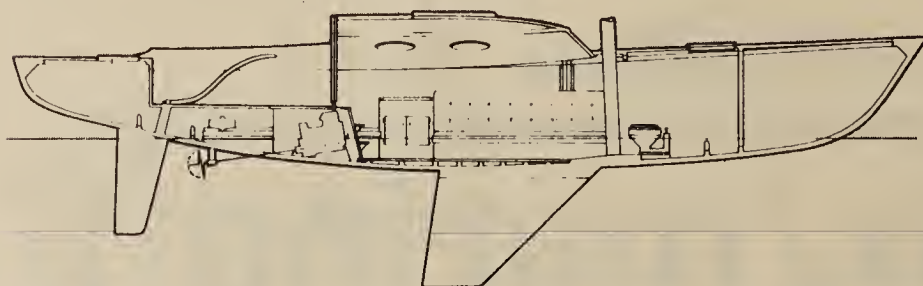
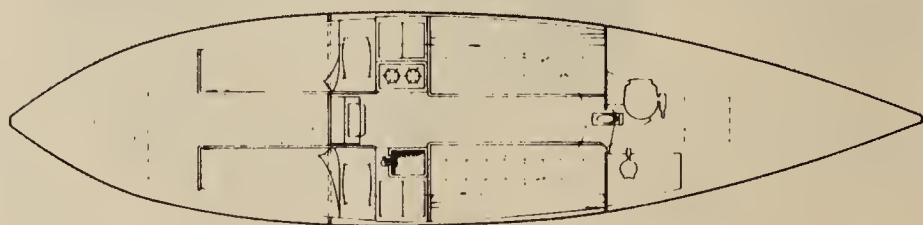
**New from
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Tiffany Jayne

**Designed by
Paul Kotzebue**



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In-The-Water
at the
Santa Cruz
Boat Show,
June 5th, 6th & 7th.**



LOA	33'10"
LDWL	25'0"
Beam	8'0"
Draft	5'6"
Displacement	5790 lbs.

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1st in class
1st overall

**Santa Cruz' own
 Homer Lighthall wins the
 1981 Ano Nuevo Ocean Race
 in his new Lighthall 30
 using Dewitt Sails.**

Homer says—“Why do I buy DeWitt Sails? Because I have confidence that they can make good fast sails. Especially for high performance one-off boats like mine, the Lighthall 30.

“And I like their service. I finished my boat literally days before the race. The people at DeWitt Sails really made an extra effort to to get my sails out in a hurry. And those sails are excellent, especially the mylar 150%, the one we won the race with — now **that** sail is a work of art.”

Thanks Homer! And to our other victorious customers — We would like to add your name to our winners' list. Tell us what you've won and we'll publish your name in our list to remind your fleet that **you** finished first. . .with DeWitt Sails. And we'll mail you an “I'm for sail” button or bumper sticker. Plus, if you win a major regatta or series, we'll send you a free t-shirt, visor or DeWitt drawstring ditty bag — your choice! We know winning isn't everything — but it sure beats what comes in second!

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Time-Share Cruising Yachts, (TSCY) invites you to join a unique time-share vacation program, to explore and sail some of the most exciting areas of the world aboard a Hans Christian 43, or other luxury yacht.

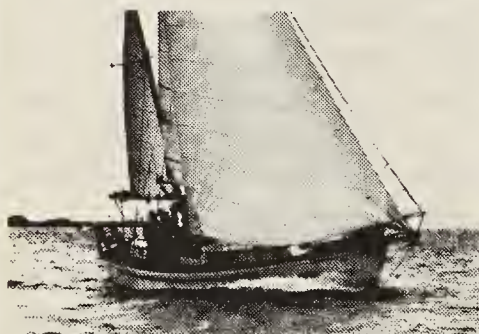
TSCY's program is a means for purchasing a yacht with other time-share owners who all share common costs and expenses of maintaining and operating the yacht. You buy the use of a yacht for the actual time you sail, and therefore you substantially reduce your annual costs in comparison with chartering or private ownership. One TSCY Time-Share entitles you to use a luxury yacht for one week each, year after year, for the life of the yacht.

Our management company will professionally manage and maintain your yacht. The cleaning, repairing, and supervision of your yacht is in the hands of experts. An approaching storm is our worry, not yours. We make every effort to provide a clean and safe yacht, in excellent condition, every year. The management and maintenance of your yacht is funded by an annual assessment to all



Time-Share owners and is prorated on the number of weeks you purchase.

TSCY yachts will be located in Mexico, and in the San Francisco Bay area. The TSCY Development Staff is currently considering and evaluating locations in several sailing areas throughout the world.



40' Midshipman, Cheoy Lee, 1975, features: forced air heat, full navigation electronics, customized interior, refrigerator/freezer. Ideal live-aboard/cruiser. \$119,950.



37' Mason, this is our only one left. Priced for a quick sale, \$25,000 below market! Now only! \$69,950

CURRENT BROKERAGE

SAIL

21' WILDERNESS	2 from \$ 14,500
23' RANGER	2 from 12,950
25' FOX	19,950
25' LANCER w/trailer '80	18,600
25' CAL MK I	9,200
26' RANGER w/trailer new	19,700
27' O'DAY w/diesel	19,950
27' ERICSON	25,500
27' CORONA00	12,950
28' IRWIN	18,950
29' CAL 2-29	30,000
29' CAL	29,500
29' COLUMBIA 8.7	2 from 33,000
29' LANCER '80	36,000
30' CAPE OORY ketch	38,500
30' WILDERNESS custom '80	47,900
32' ISLANDER	51,995
33' WILMINGTON ketch	62,500
34' HANS CHRISTIAN	66,500
35' CHEOY LEE '79	79,950
37' IRWIN aft cabin '80	89,000
38' C & C 12 bags Race Ready	75,000
38' DOWNEAST '75	75,000
40' CHEOY LEE MIOSHIPMAN	119,950
41' MORGAN O.I. ketch	2 from 109,950
43' HANS CHRISTIAN	2 from 139,950
44' PORPOISE ketch	175,000
44' CHEOY LEE OFFSHORE	159,950
44' SEA WOLF ketch	116,000
45' EXPLORER	2 from 110,000
45' CORONA00 '74	86,500
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49' HARTOG ketch	110,000
60' RHODES yawl	199,999



37' Irwin. Features aft cabin. Better than new. Replacement value would be over \$100,000. Only \$89,000. (Sister Ship Shown)



44' Trojan Flybridge Motor Yacht. Seller buying a larger yacht. Price reduced for quick sale. Yacht is loaded. \$255,000.

Partial List of Brokerage Yachts

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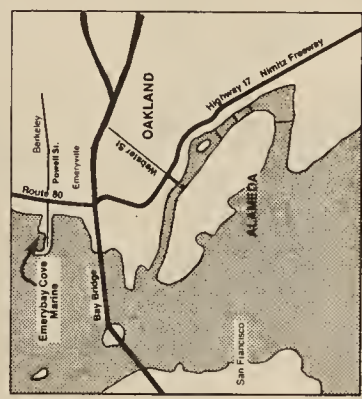
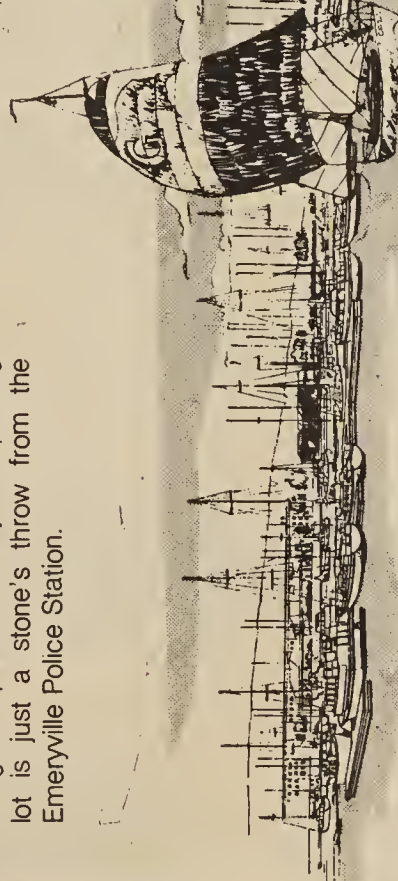
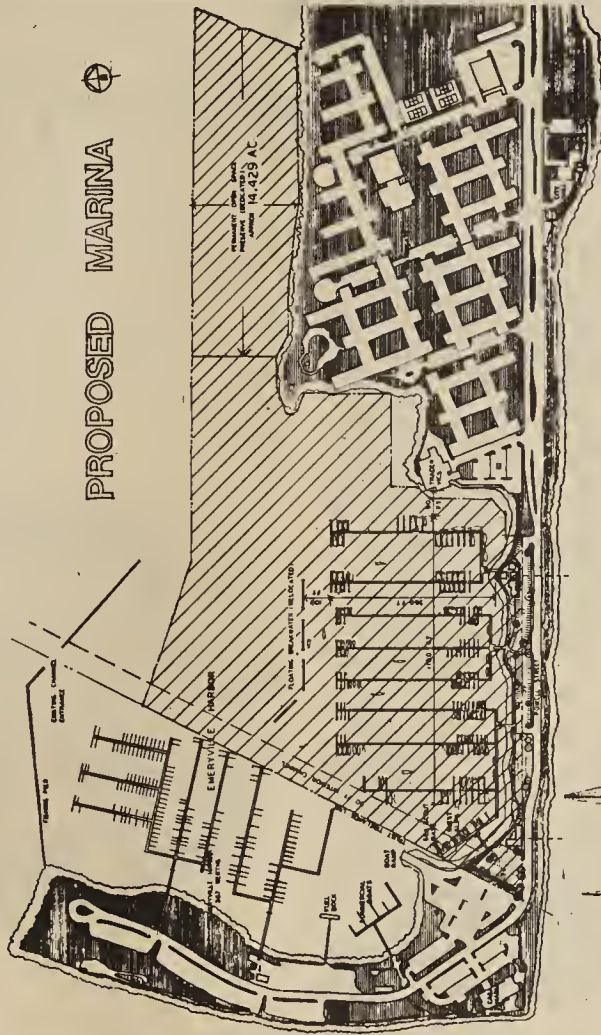
Emerybay Cove is tucked securely between Trader Vic's restaurant and the existing Emeryville Marina, just a mile north of the San Francisco-Oakland Bay Bridge toll plaza. Our adjacent parking lot is just a stone's throw from the Emeryville Police Station.

Secure Facilities

Lighted docks behind locked gates will contain water, power, dock boxes and telephone service. Restrooms and showers will include showers for tenants only.

The harbormaster's office will be in a two-story yacht club/restaurant building overlooking the marina.

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For Reservation Information,

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☐ Power ☐ Sail Length _____ Beam _____

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Beside's Trader Vic's, adjacent businesses include Casa Maria, Charley Brown's, Holiday Inn, Hank Schramm's Fish Market, and the Watergate shopping center.

For those who might want to move close to their boat, The Watergate condominium complex is across the parking lot.

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Dock and office space in additional buildings is also available for yacht sales, brokerage and other businesses. For additional information, please contact us with your needs.

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This is the most consistent winner in California of any production racer cruiser. Over the past 3 years these boats have trophied in nearly every EVENT in which they entered. These are not factory boats or top name sailors. These are local crews in an exceptional boat called a Peterson 34. Again in 1981 the Peterson is winning big. It wins because the Peterson 34 goes in light



or heavy air. It beats, reaches and runs with no weakness. Racing IOR or PHRF it is a consistent winner able to sail to its rating in all conditions. For more information or a look at the 1981 model call us.

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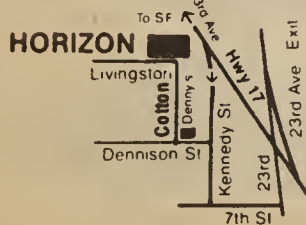
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LETTERS

□ YOU FIGURE IT OUT

Here is a little rhyme I put together. You can print it if you like. It's kind of an open-ended poem and it would be interesting if other readers would contribute other verses of their own. There are many topics to pursue: Racing, the Delta, TransPac, Mexico, Hawaii, etc. Spicy or bland.

If you don't think *Latitude 38* is ready for poetry I'll understand and won't have hurt feelings.

<i>The Boat</i>	<i>The Captain</i>	<i>The Crew</i>
Mist rider	Crew leader	Back bender
Water strider	Chart reader	Sail mender
Wave bumper	Course setter	Keel scrubber
Cloud thumper	Race better	Teak rubber
Wind singer	Wheel tender	Sheet hauler
Spray flinger	Crew sender	Name caller
Sun chaser	Mark layer	Line cleater
Night dasher	Watch keeper	Meal maker
Light flasher	Light sleeper	Order taker
Fog drifter	Smile maker	Hook dropper
Time shifter	Trophy taker	Deck mopper

Sandy Lawrence
El Sobrante

Sandy — We don't understand this at all.

□ MORE FROM SANDY

"Ahoy Mates!!" to you too!

You thought I was kidding when I said on the Questionnaire you sent out that I not only *did not want* the magazine to go slick for an extra buck fifty, I'd give you *three dollars* to keep it as it is. Herein is enclosed my check for \$13.00! Look forward to fine reading every month. Thanks!

Sandy Lawrence
El Sobrante

Sandy — Now we're really confused.

□ THE HEAT'S ON — WE HOPE

I noticed your comments in the January "Loose Lips" column regarding the Hi-Seas diesel heater. This letter should be helpful to both you and Marine Heat. I address your closing statement, "Impatient and knackless, we've not been very happy with the damn thing."

Subsequent to the heater's introduction to the market and after a good deal of market study, we have spent considerable time and money developing new features and making refinements. The result is the model 100-C-8. You will be pleased to hear that you no longer need patience or a special knack. Also, your heater can be retrofitted with these features for the same price differential that exists between a new model #100 and a model #100-C-8.

Briefly, the explanation of the improvements is twofold. First, a vaporizing wick is used to increase cold fuel vaporization and accelerate warm-up. In 15-30 seconds after inserting the match, the heater is radiating its maximum heat capacity. Secondly, we developed a unique fuel flow control valve which has four different



You don't need all that fancy electronic gadgetry on your boat; besides, lots of it is just junk and wouldn't last long anyway.

SO WHAT DO YOU DO?

Well, don't rip your depthsounder & V.H.F. out & sell it at your nearest flea market. Let's face it, even though you can get by without them, electronics can be a real convenience & add a measure of safety to your boating.

COME SEE ME BEFORE YOU BUY

I've been in the electronics industry for 20 + years: I can tell you what's junk, & what's good, reasonably priced equipment. I've been a sailor all my life with extensive experience both racing & cruising. I can help you decide what's valuable to have on board & what's excess baggage.

WHY ME?

Because I've established a reputation for honesty I'm proud of.
Don't take my word for it. Ask around.

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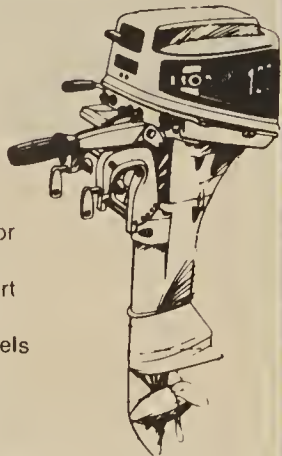
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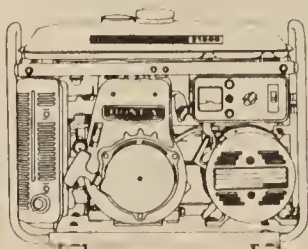
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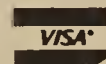
were immersed in 2 meters of salt water for 2 weeks. At the conclusion of the test, the binoculars were examined and found to be totally intact. The only thing that can get inside is light.

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LETTERS

positions; off, low, medium, high. There is no way an operator can misadjust it or cause anything other than a factory preset flow rate and it requires no skill or judgement to operate.

The original model #100 was designed for long distance cruising sailors with the number one priority of being able to effect repairs with inadequate tools while accepting the functional limitations imposed by such devices as a simplistic drip valve. When this specialized type of individual was pleased with the heater and recommended it to his neighbor, who may have been a fair weather sailor eager to get advice from an "old salt", the occasional result was an unhappy customer who purchased a product inappropriate to his type of application or priorities.

Obviously, Marine Heat Corp. prefers to manufacture a product with the greatest suitability to the marine market so we can maximize consumer satisfaction and sales. The model 100-C-8 achieves this end.

I recommend you contact me to make arrangements to have your heater retrofitted. I am convinced you will be satisfied and offer you a money back guarantee if you are dissatisfied for any reason. If, however, you are pleased with the result, I hope you will make appropriate comment in your publication.

In spite of your dissatisfaction with our product, Marine Heat is quite conscientious and I hope you will give us the opportunity to prove it and at the same time help you, your readers, and ourselves. I look forward to hearing from you soon.

Gil Rolie

Marine Heat Corporation
Seattle, Washington

Gil — Your offer comes just in time, because we were just about to sell the unit for half of what we paid for it. Your explanation sounds plausible enough — or at least entertaining enough — that we'll gladly take you up on it. If it works, we'll be happy to let the world know, and ever so gladly pay you for the "price differential".

CHUCK DODD, CALLING CHUCK DODD . . .

I am of course disappointed that you chose to publish Mr. Dodd's letter in your March issue regarding his complaint about service. At the very least a courtesy from one publisher to another would have been to send Mr. Dodd's note to me informing me that you intend to publish the letter and would like my comments.

If you are going to play the "action line game" then you should go by the rules . . . If I then failed to comment on the letter, blast away.

We have no record of a Mr. Dodd subscribing to our magazines. I called your office on March 12th to obtain the address of Mr. Dodd and was informed by your girl that there is no record of the letter. I understand you called back informing me that you did not know Mr. Dodd either.

Am I to conclude then that you fabricated the mysterious Mr. Dodd's letter to embarrass us to your delight and advantage?

Please produce the letter, or an apology and print this letter in your publication.

We await your answer.

Phil Thurman
Sea & Pacific Skipper
Newport Beach
(714) 645-1611

Phil — No, we wouldn't draw conclusions like that. Such fabrica-

MONITOR

The Sleeping Vane Gear Beauty



For about seven years the MONITOR wind vane has had a quiet existence, known to discriminating West Coast sailors, but not to many others.

It all began in the early 70's when a retired sailing enthusiast started thinking about installing an ARIES on his Keltenburg 40. After some more thinking he decided that he liked the ARIES principle and much of the design, but there were important features that could and should be improved. Having spent his working life as a research and development engineer he had both the time and the inclination to take on the task.

A few months later the first MONITOR was installed on the K 40 and performed extremely well. Over the years since, many hundreds of MONITOR vanes have been quietly built and sold. Several have sailed around the world and the MONITOR has been used in singlehanded events by sailors like Don Keenan, Rod Parks and Alan Rutherford.

Although the MONITOR today looks much the same as it did seven years ago, thousands and thousands of ocean miles on different boats inevitably flushed a few bugs. A modern MONITOR weighs 6-7 lbs. more than the early version, a result of strengthening the gear at critical points. Bearings and linkages have been perfected so that today the vane has evolved a truly dependable and finished product.

The inspiration from the ARIES is clearly evident in the MONITOR vane gear. The most apparent difference is the practically 100% electropolished stainless steel construction of the MONITOR, which may be its single greatest advantage over the original. In terms of seaworthiness of materials used, no other vane gear comes even close to the MONITOR. The stainless tubular construction combines great strength with comparatively light weight (nearly 30 lbs. less than the ARIES), reparability and corrosion resistance.

Other important advantages are the infinitely adjustable remote vane control and the four point universal hull attachments which provide a stronger, more rigid and easier installation.

The servo-pendulum is the device that gives the vane gear power to turn the boat's own rudder and bring it back on course again. In the MONITOR the stainless pendulum has a NASA high lift profile and has been balanced to allow the windvane to turn a larger surface in lighter airs. The result is greater power and greater sensitivity. A side bonus is that the larger pendulum can be fixed in the center position and used for emergency steering.

Numerous other improvements and advantages can be mentioned. Maybe the most surprising one is that, in spite of all its strong points, the American made MONITOR is considerably less expensive than the imported ARIES.

With so much going for it, the time has come to really awaken the MONITOR and let it loose on the oceans.

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841-WIND

RETAIL - LESSONS - RENTALS
MODIFICATIONS - REPAIRS

LETTERS

tions are the province of reporters like Janet Cooke of the Washington Post in quest of a Pulitzer Prize. All we were doing was letting folks know that all publications have trouble attaining perfection in the fulfilling of subscriptions and back issues.

Generally speaking, we aim for the positive side of things since being negative and dumping on compatriots is bad karma and would result in us being reincarnated as a cockroach or peach pit or something. But we do apologize if we made it sound that way.

Chuck is real though; hopefully he'll read this and call you at the number above.

☐ NEEDS HELP FOR A VIRGIN RUN

I plan to bring a 31' Cheoy Lee ketch from the Virgin Islands to the Bay Area about the end of June. I've never made an extensive passage of this kind and don't know beans about passports, visas, boat documentation, or anything else that's relevant? I'd particularly like to get in touch with any skipper who has made the run from the Virgin Islands.

Thanks for your help, if you can give it. But thanks for being around, anyway.

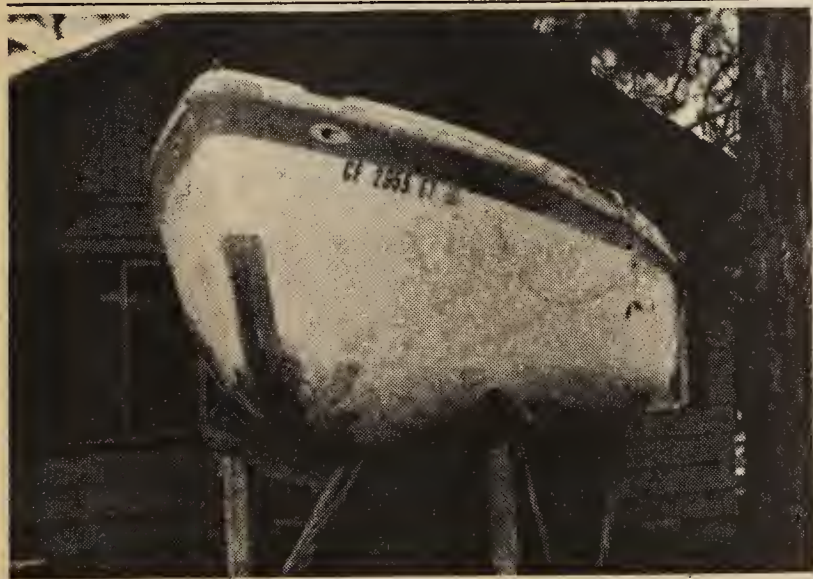
Ron West

Ron — We've got a great story running this month about a young couple bringing a Bahamian workboat from Belize to Washington that should whet your appetite. Beyond that, you're simply asking for more information than we can provide here. We're printing your mailing address, c/o: Laney College, 900 Fallon St., Oakland, CA 94607, in case anyone who recently made the passage wants to write you and pass on information. Have a good trip, and kiss a few virgins for us, will you?

☐ IN NEED OF SOME ADVICE

My brother told me about your publication and suggested I write and get some advice which I could really use at this point.

I purchased a 22-ft. Columbia (1970) which was thrashed against a pier in Lake Tahoe and thought to be unrepairable. So I got a really



good deal on it and have completed most of the fiberglass work. There's a couple of things I'd like to ask. One is the big bow I still have on the side of the boat. I've drilled a couple of large eye hooks in to the indentation. What I want to know is: Can I pull away without wrecking the framework or ribs? Also, the keel is gone, it was a fixed



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- ⚓ Friday's at 5:30, Channel 7's own skipper and boating enthusiast, Bob Marshall, brings you a complete report on all the weekend boating activities around the Bay and on the Delta.
- ⚓ Organized regattas, cruises, boat shows, Bob has it all.
- ⚓ For a waterful way to spend your weekend, cast off with Bob every **Friday at 5:30 on news scene 7**

S. F. Challenge

'Sioc' vs. 'Irrational'



PHOTO: JOHN HUTTON, JR.

Historically, one of the most well prepared for annual special events on San Francisco Bay is the San Francisco Challenge Cup, a 14-year old rivalry between San Francisco and St. Francis Yacht Clubs. A successful challenge or defense requires a concerted effort melding together crew, boat and gear. Short cuts manifest themselves in unspeakable ways in a high pressure match like this one. Neither Jaren Leet, owner the "Irrational" nor Lee Otterson, the owner of "Sioc" is used to taking short cuts. The result was a very competitive sailboat race between two well coordinated crews on two typical San Francisco days in March.

Both "Irrational" and "Sioc" carried a full inventory of North sails. You may be devoting the same kind of effort with your boat and we would like to help.

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North Sails Win More Races than Any Other Sails in the World.

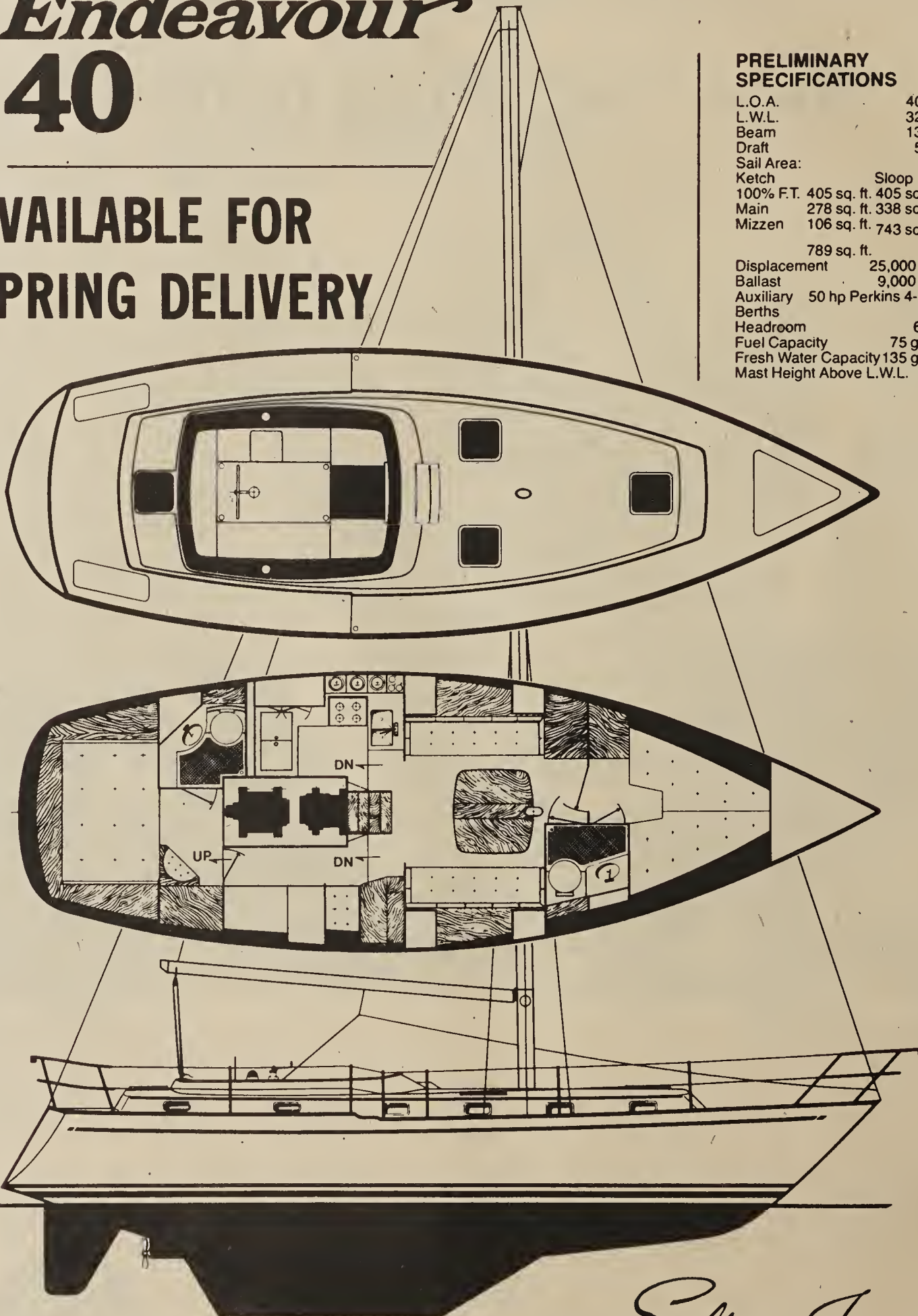


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Ketch	Sloop
100% F.T.	405 sq. ft. 405 sq. ft.
Main	278 sq. ft. 338 sq. ft.
Mizzen	106 sq. ft. 743 sq. ft.
	789 sq. ft.
Displacement	25,000 lbs.
Ballast	9,000 lbs.
Auxiliary	50 hp Perkins 4-108
Berths	6
Headroom	6'4"
Fuel Capacity	75 gals.
Fresh Water Capacity	135 gals.
Mast Height Above L.W.L.	60'



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LETTERS

keel, and I was wondering if I could replace it with a retractable; or which would be best? My brother mentioned cement, how would that be? From what I've heard a fixed lead keel would have to weigh about 1,000 pounds and cost about 1,000 dollars. That's all fine and dandy, but I would like to know your opinion on the cheapest and best way to go. Also is the hardware, rigging, boom, sails, and whatever else I need to outfit it, interchangeable with other 22-ft. sailboats? Thanks.

James Pike
Lake Tahoe

James — We don't want to bum you out, but how do you know you got a "good deal" if the boat isn't repaired yet and you aren't even sure how you are going to go about it? Fantasies of restoring damaged boats have lead many dreamers down the dark road to poverty. Read Urbanczyk in this issue.

If the boat has no keel, no rig, and the hull needs work, you may have been better off financially to not have acquired the boat — even if it was given to you free. Columbia 22's aren't that expensive used, and we'd consult a surveyor, naval architect, or at least an old-hand at a boatyard right now, for a first hand inspection to see if you're throwing good money after bad. A good hull and deck, boatbuilders will tell you, represents only about 20% of the cost and labor of a finished boat. Beware!

☐THREE THOUGHTS

— You'd think that a guy who lives in Del Mar, calls himself "Bob Bitchin'" and rides around in a Swan 43 could afford his own subscription to *Latitude 38* — but noooooo!

Keep publishing pictures of "boat wrecks" so he'll get off my back for not putting up a 150 in a thirty-five knot breeze.

Rapid Ron Johnson
Oakland

P.S. — My Cal 2-29 and I are still waiting for a deluge of calls from women looking to crew on cruising boats. Maybe expecting them to look good and asking them to share expenses was being a tad too greedy!?

Rapid Ron — Now you know what it was like in high school when all the girls sat by the phone waiting for you to call.

Here's a photo for 'Bob Bitchin'. It was taken by Greg von Buchau



near the entrance to Tomales Bay. The boat is Nightwind out of Marshall, and we were unable to find out what misfortune befell her.

QUICKSILVER SAILS
ALAMEDA



PHOTO: MIKE MONAHAN

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SAILS ARE THE
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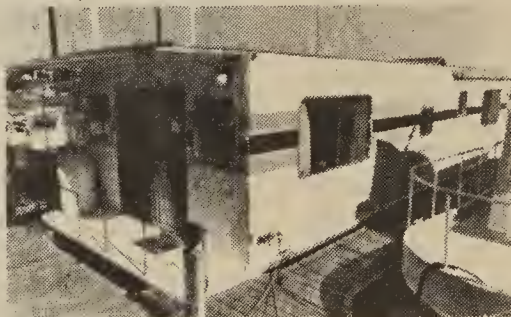


Frog 21 — The World's largest frog is 21-feet long, is very slippery when wet and is a cat. Kiss it and see what happens. \$11,500 sailaway.

BROKERAGE

SAIL

21' Luger, 1974.....	5,800
24' Yankee Dolphin, 1968.....	12,500
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26' Jr. Clipper, 1946.....	8,500
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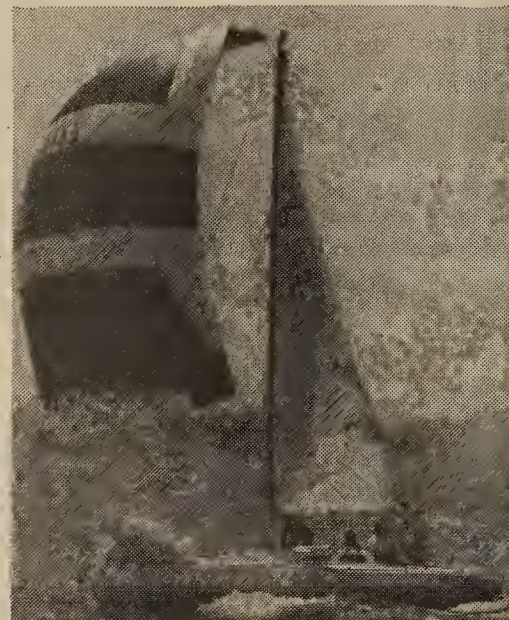


Great Cabin Homeboats. We now offer a new line of houseboats designed for living, not camping, and you can toot around in them too. 120 H.P., 14'x47'. \$42,500.

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32' Ericson, 1973.....	35,900
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34' Fantasia, 1976.....	62,000
36' C&C, 1964.....	89,000
36' Mull Custom, 1973.....	49,000
38' Hans Christian, 1981.....	115,000
42' Wilson, 1980.....	129,000
45' Coronado, 1974.....	80,000
46' Garden ketch, 1941.....	75,000
50' Peregrine, 1970.....	150,000
55' Meese Ketch, 1959.....	150,000

POWER

24' ReInell, 1978.....	17,500
25' Hunter, 1975.....	13,500
26' Navy Tender (Classic), 1925.....	15,000
26' Fiberform, '76.....	19,000



Olson 30 — 1st Corinthian Midwinters PHRF class A, 1st Metropolitan Midwinters PHRF class A, 1st Golden Gate Midwinters PHRF class A. And some owners never race their Olsons.

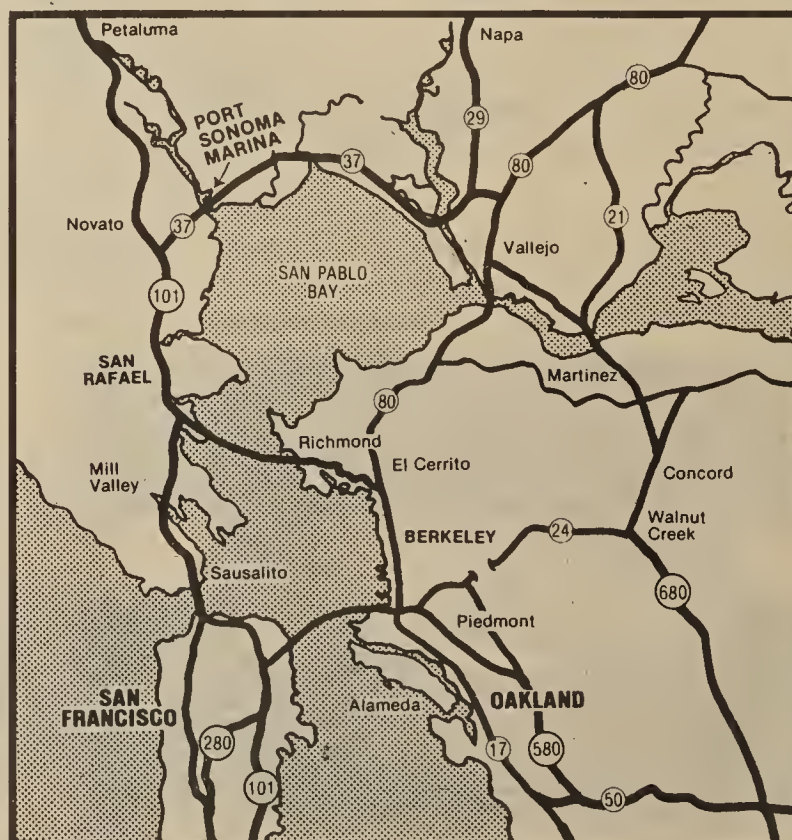
28' Chris Craft (2), '61 & '66.....	from 7,750
30' Chris Craft, 1963.....	11,900
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33' Owens, 1949.....	12,000
35' Hunter, 1964.....	26,000
38' Viking, 1969.....	49,500
42' Great Cabin Homeboat, 1980.....	35,000
44' Garden Custom TriCabin, 1971.....	55,000
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ON TOP OF THE BAY

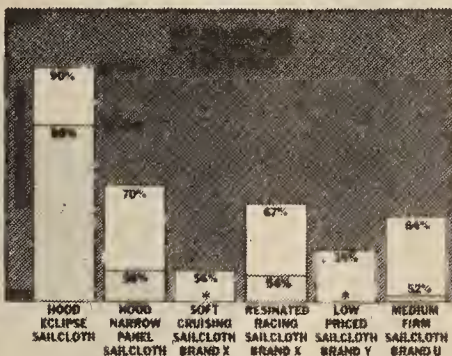


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THE BEST UNDER THE SUN

Hood Eclipse Cruising Sails are our premium cruising sails. You'll recognize them by their soft glare-reducing Egyptian Cream color. They are made exclusively from Hood Eclipse Sailcloth, the only sailcloth proven virtually immune to the harmful effects of the Sun's ultra-violet rays.

How is Eclipse different? Other uv-resistant sailcloths rely on heavy coatings to protect the fibers. These coatings add weight, making the sails stiff and hard to handle. Eclipse Sailcloth is a total process which blocks out the Sun's damaging effects.



*Loses more than half of original strength in 2nd year.

In tests conducted by an independent laboratory Hood Eclipse Sailcloth was proven virtually immune to ultraviolet damage from the sun. After continual exposure for a full season it retained more than 90% of its strength.

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☐ Hood Cruising Sails ☐ Duroseam
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 My yacht is a

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Specifications & Equipment

Kenyon aluminum spars, spinnaker pole

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Primary	2x32
Secondary	2x26
Jib halyard	25
Mainsheet	22
Main halyard	21
Baby stay/topping lift	18
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Hot & cold pressure water w/6 gal. hot water heater

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120 U.S. gal. of water & 50 U.S. gal. of diesel fuel

Double lifelines w/opening gates port & starboard

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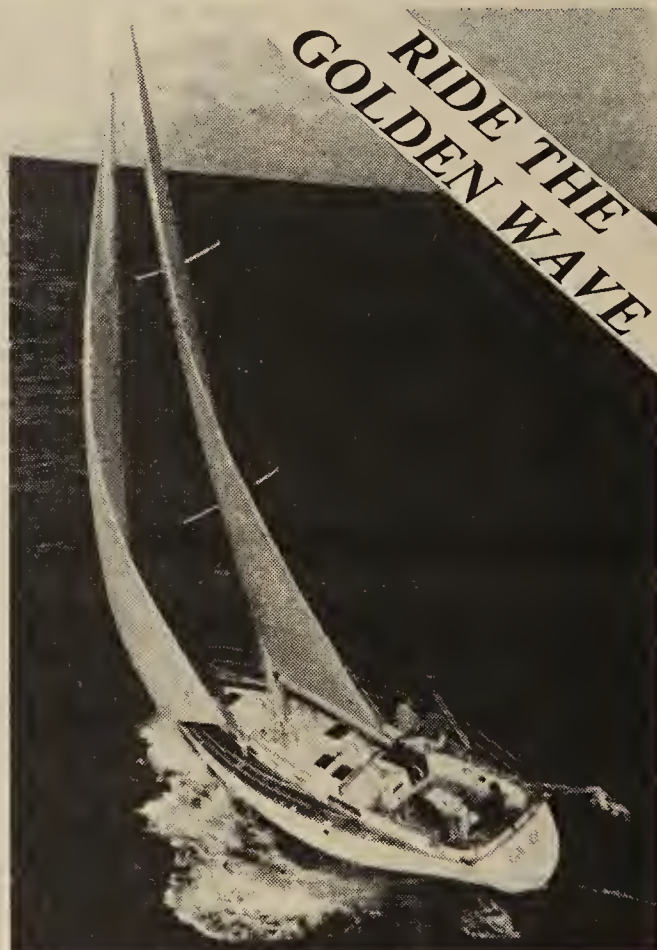
International navigation lights

One each hand & electric bilge pump for bilge/pump

Raritan manual head

Main sail, 130% genoa, jib bag & mainsail cover by DeWitt Sails

Specifications subject to change without notice



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23' Ranger	\$14,500	Race equip., drysailed
24' Yankee	12,500	Rigged for Single-handing, loaded
Dolphin		
27' Coronado	Offers	
28' Columbia	14,750	
32' Islander	55,000	Pedastal steering, with berth
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LETTERS

UP WHAT CREEK IN AN EL TORO?

I thought you might like to see something "strange" to add a little humor to your magazine.

Well, here is a marine head! I'll bet it's the only El Toro with a head in the whole bay area! Ha, Ha!

No really, the boat is mine, and the "head" is my father's. My dad thinks the El Toro is a convenient storage place, little does he know how much I am embarrassed to have that gross thing sitting in my



boat! He said it was only going to be there temporarily but that was two months ago!

Oh well, I guess it's a "Head First" situation!

Allyson Dredge
Alameda

P.S. — I read your magazine every month cover to cover and I love it!

This following letter was sent to Captain Glass, U.S.C.G. Marine Safety office, with a carbon to us here at Latitude 38.

□ MISMATCH

On Friday, March 27, 1981 at approximately 2:10 P.M., I was very nearly struck by the vessel *Aplichau* near the Golden Gate Bridge. I was sailing my Laser sailboat, a 14-ft. sloop, on port tack close hauled toward the north tower of the bridge. I was approximately 400 to 800 yards east of the bridge. Due to the high winds, I was heeled and my mainsail was out which blocked my vision to the east. I began to hear a wave sound which grew gradually louder. I finally looked under my sail and saw that I was directly in front of the *Aplichau*, 50 to 70 feet from her bow. Fortunately, the bow wave lifted me out of the way and contact was avoided by two or three feet. At the same time, another vessel was also passing out of the bay, on a parallel course with the *Aplichau*, to the north and slightly in front of her.

The *Aplichau* did not give any warning signal or blast of her horn at any time.

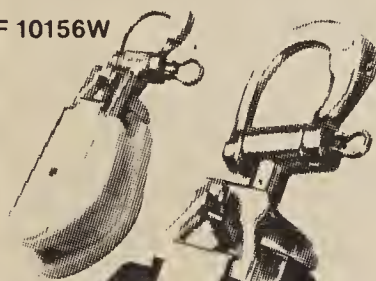
I recognize that I was under a duty to be watching under my sail and to remain alert to the possibility that a hazard might approach from that area. I was watching for starboard tack sailboats but they would be coming from a more northerly direction. The *Aplichau* was traveling almost due west and straight into the wind. Nevertheless, I am aware that I am responsible to watch for vessels approaching from that direction. I have learned a very important lesson in that regard.

My purpose in writing is to acquaint you with the facts so that if there are any lessons to be learned from this occurrence, others may benefit from those lessons. I am not intending to press any formal charges against anyone since no harm resulted and part of the fault lies with me. It is my hope that an appropriate investigation will be

INTRODUCING

The Nicro 10,000 lb. Snatch Block.

NF 10156W



NF 10120B



NF 10177B



NF 10160B



Nicro introduces its new heavy duty, light-weight snatch block with a deformation load of 10,000 lbs. (4536kg). The NF 10177B features the patented Nicro Trunnion snap shackle ● Banadized 3 1/4" (83mm) diameter sheave grooved for up to 3/4" (19mm) line ● Stainless steel frame ● Stainless steel roller bearings for minimal frictional resistance ● Soft plastic cheeks ● Easily disassembled for cleaning and lubricating.

Nicro makes the most complete range of Snatch Blocks available: 16 different models in 6 Series ● Strengths from 2,000 to 14,000 lbs. (900 to 6350kg) ● Pin, snap and Trunnion shackles.

See the complete range of Nicro Snatch Blocks at your dealer, or in our current Nicro/Fico catalog. Pick up a free catalog at your local marine dealer. Or, send us \$1.00 and we'll send you both a catalog and a complimentary copy of "Basic Sailing and Rigging Guide."

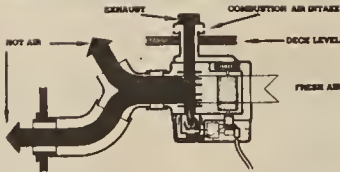


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List: \$895

Intro. Spec.: \$859



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MARVEL — "Ice Device"

12VDC ice box conversion kit. Designed for quick & inexpensive installation. Kit consists of pre-charged evaporator & compressor, 13½' electrical harness & copper tubing set w/quick-connect fittings, ice trays, mounting hardware & instructions. Fits both top or front loading ice box.

Model 46-01041-12

ONLY \$549

FIREFOY.

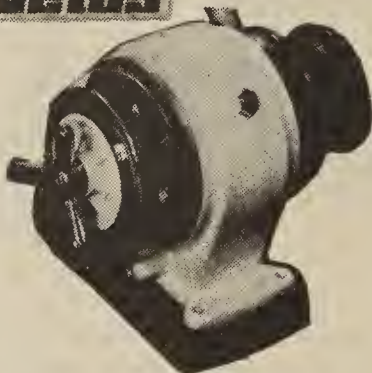
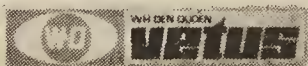


NEW!

The Automatic HALON 1301 System
Protect your boat from the cause of 90% of all on-board fires.

- USCG Approved — Indicator Light
- Shutdown Switch
- Mounts Vertically or Horizontally

Mdl.	Cu. Ft.	List	Sale
15CG	75	129.95	\$ 99.95
35CG	200	189.95	\$149.95
70CG	350	279.95	\$219.95

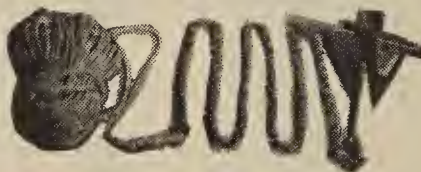


Manual Anchor Windlass

Double-Acting with separately operated rope gipsy — wildcats avail. for 5/16 & 3/8 chain.

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Pre-Spliced Nylon 3-strand Line.

For boats to 24' — 8S Anchor, 10' ¼" chain & 100' 3/8" line. For boats to 30' — 13S anchor, 12'-1¼" chain & 150' 7/16" line. For boats to 38' — 22S anchor, 15'-5/16" chain & 200' 1/2" line.

8S Package only \$ 64.95

13S Package only \$ 99.00

22S Package only \$169.00



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Tired of getting caught with your pants down? We have the solution. Convert to a top quality RARITAN MARINE HAND TOILET. Vitreous china bowl. Injection molded base and easy action pump.

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Electric conversion available.



Flexible Waste Tanks.

Inlet & Outlet Fittings Included

Mdl.	Cap	List	SPECIAL
55L	15 gal.	\$ 88	\$ 59.00
100L	26 gal.	\$119	\$ 79.00

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BECKSON Large Winch Handle Holder

Fits 10" Standard & Lock-In Handles.

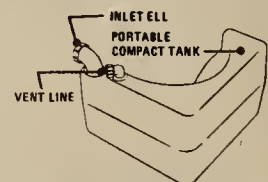
Model HH-3

List: \$14.95

**SPECIAL
\$9.99**



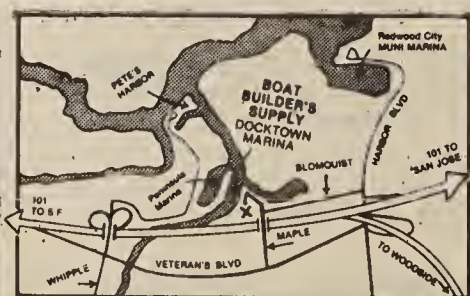
HH-3



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Compact 5 gallon wrap-around holding tank. Solve your headaches — meets Type III MSD requirements. Portable & permanent models. C/W fittings.

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Mdl.PHT	\$105	\$ 85.00

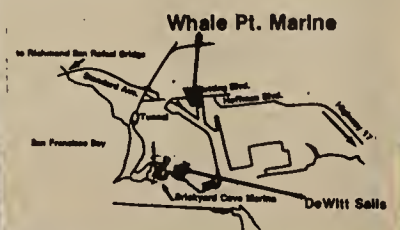


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PRICES GOOD THRU MAY 30, 1981 WHILE SUPPLY LASTS

LETTERS

conducted and safety measures implemented so as to avoid similar occurrences in the future . . .

This morning I spoke with David G. Wilder at your office and informed him of the above set forth facts, and of my willingness to cooperate with your office in determining how this happened and what lessons may be learned from this occurrence. Mr. Wilder was very helpful and cooperative and he expressed a willingness to do whatever he could.

If I had been only a fraction of a second later, the bow of the ship would almost certainly have struck my boat. I hate to imagine what the consequences of that would have been, but I am confident that a considerable amount of fuss would have been made of it and someone would have wanted to know how it happened. I see no reason why that fervent desire to avoid a repetition of these events should be any less, merely because by sheer luck, no collision occurred.

I sincerely appreciate the cooperation of yourself and your office in this matter.

C. Steven Rorke
San Francisco

□EVEN KIDS LIKE IT

My eighty-two year old father became very enamored with your magazine while visiting the bay area last year.

He reads it from cover to cover and then insists on briefing me in case I've missed anything.

We both agree it is the best sailing magazine around.

Enclosed is \$10.00 for a subscription to be sent to: Mr. E. E. Baker in Green Valley, Arizona.

E. E. Baker, Jr.
San Mateo

E. E. — *They say wisdom comes with age.*

□DEAR "MAX EBB"

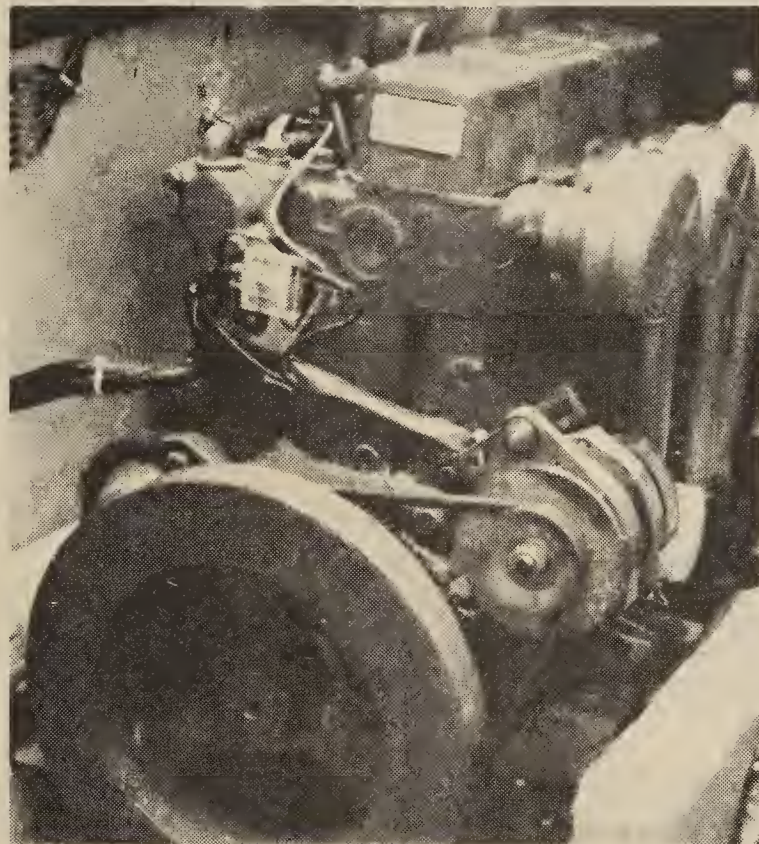
I've read with interest your article in the April, 1981 issue of *Latitude 38*. You have done a genuine service, with your careful and interesting description of a protest hearing.

You are quite right, it helps to have a protest chairman that is knowledgeable. Whoever was your chairman did an outstanding job of observing the Rules and the required due process. The fact is, that in the bay area we have a growing number of qualified protest chairmen and women, and properly conducted hearings are now mostly the rule, rather than the exception.

You said two things, however, which bothered me. First was your statement that a hearing makes liars out of one side. Not true. Remember, the yacht's representatives and witnesses are pretty busy during most incidents, and few of them are trained observers. I've heard several protests, and very few yachtsmen actually lie. On the other hand, quite a few make significant mistakes in observation. Emotion comes into play as well; we all tend to believe what we wish to believe, and in the competitive environment of yacht racing it is understandable that substantial mis-statements occur. The fact is that most "moving violation" type fouls occur by accident, because one or both of the skippers does not have a clear picture of the direction of relative movement of the yachts and the marks involved.

The second, and more disturbing statement was your strong representation that sailors should stay away from protest hearings. What good will it do our sport if protests are heard by a bunch of turkeys who can't steer a sailboat? Everyone, the sport, the con-

1894 Was A Very Good Year



Volvo Penta MD17C 3 cyl 35 SHP

Rudolf Diesel's first successful compression ignition engine ran under its own power in February of that year. His vision of an efficient and durable prime mover was on its way to becoming a household word.

By 1900, the diesel engine had found its first transport role in marine propulsion. And in 1907, Penta produced its first marine diesel.

Since those early days, Volvo Penta marine diesels have become world renowned for durability, reliability, and efficiency. From 7½ to 384 shaft horsepower, Volvo Penta diesels are designed and built to meet your most arduous power requirements.

At *Eskelund Marine*, in keeping with this tradition, the powering of your vessel receives conscientious and comprehensive attention to detail; from the determination of your specific requirements to the maintenance of your investment at peak economy and dependability.

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The Olson 30

Dealers for Moore 24, Cal, Ranger, Olson 30, Boston Whaler, Hobie Cat, Laser, O'Day, Windsurfer Sales and Lessons.

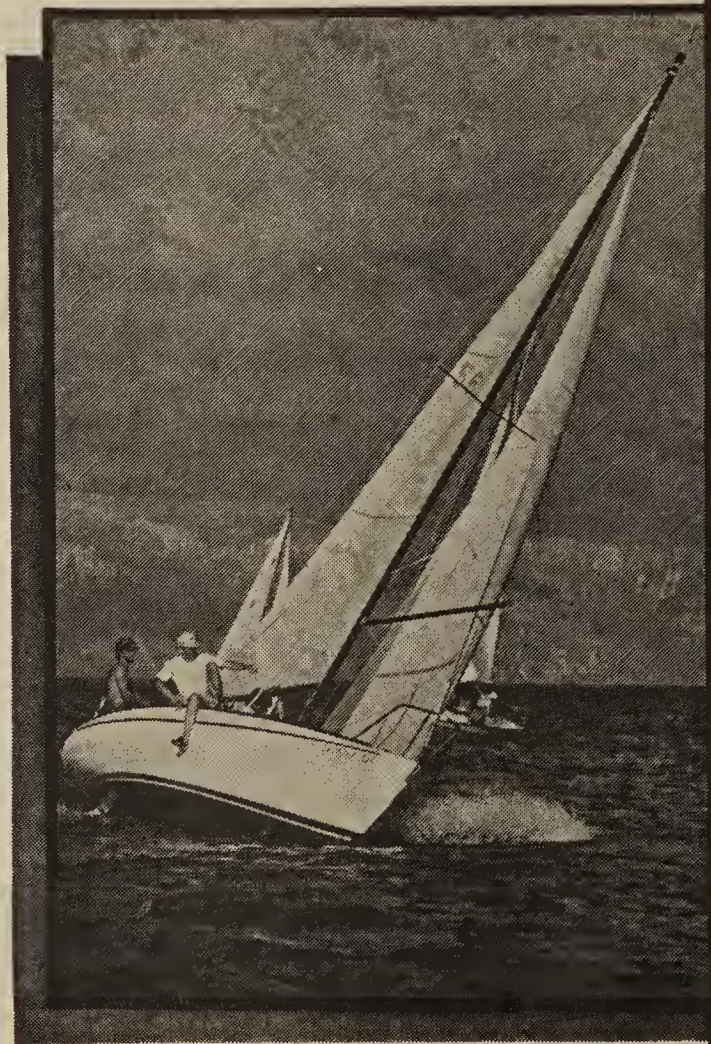
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Cal 20	1964	OB	\$5,500 ⁰⁰
Santana 22	1969	OB	\$7,500 ⁰⁰
Rainbow 24	1964		\$3,700 ⁰⁰
Moore 24	1978	loaded	\$19,000 ⁰⁰
Cal 25	1980 (new)	diesel	\$23,500 ⁰⁰
Ranger 26	1980 (new)	special	\$12,000 ⁰⁰
Clipper 26	1975	OB	\$6,900 ⁰⁰
Santa Cruz 27	2	from	\$21,500 ⁰⁰
Hawk Farm 28		diesel	\$29,500 ⁰⁰
Cal 29	1976		\$31,500 ⁰⁰
Garden 30	wood	inbd.	\$19,950 ⁰⁰
Lapworth 48	Custom	diesel	\$129,500 ⁰⁰

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The Moore 24

At the Yacht Harbor, 2222 East Cliff Drive, Santa Cruz, CA 95062 (408) 476-5202

LETTERS

testants, and the race management team are best served, if the members of a protest committee are knowledgeable of the rules, experienced in race management, and qualified racing sailors.

Protest service is good for the old competitive edge, incidently, as is race committee work. It is a good way of sharpening-up one's rules knowledge. Watching a few starts, and hearing a few protests is a fast way to a more comprehensive understanding of racing rules as they apply to actual tactics.

At any rate, I enjoyed the article, and hope you will do a similar one again.

Jack H. Feller, Jr.
Regional Administrative Judge
United States Yacht Racing Union
San Rafael

□CASING THE JOINT OWNERSHIP

It's great! Please find enclosed a \$10 check for a third class subscription. Send a March issue if you still have one around, they're hard to come by in Contra Costa County. How about an article on the positives and negatives of owning a yacht jointly with one or more partners?

Pat Ireland
Concord

Pat — Naturally not all partnerships work. Some partners learn to hate one another, some are slow in paying their half of the bills, some don't clean the boat up, some don't like the other to race, some want their money out to invest in Chrysler, some have wives that run off with the partner and the boat — well heck, you can understand that the permutations of partnership problems are infinite.

But in lieu of an article on the subject, let us say that our experience in boat partnerships has been an unqualified success. We got our first boat by buying into an Ericson 27, a boat we certainly could not have afforded on our own at the time. After about two-years the value of the boat rode inflation up about 20%.

We took the proceeds of that investment and bought an old Bounty 41 and formed a partnership that fit both our needs. The other party agreed to leave his equity from the Ericson in the deal, which he would get back when the Bounty was eventually sold. In return, he would get use of the boat and not have to spend any more money. We took on all the expenses, lived on the boat, and in two-years were able to pull out 30% of our purchase price in profit, then used it to acquire our current boat, which we own on our own.

So what do we think of boat partnerships? Heck, we think they are the greatest! As you can see from the Classy Classifieds, there are more parties seeking partnerships now than ever. We think they represent good opportunities in times of rising prices and tighter money. Remember though, this is just one way to go. Boat dealers can fill your head with lease-back programs, charter arrangements, and all kinds of different ways to get you into a boat ownership tailored to your needs and desires.

Meanwhile maybe some folks in the peanut gallery may want to share their partnership experiences with our readers.

□PLEASE DON'T LIGHT UP OUR LIVES

Sometimes I wonder if sailing is safe. What if a drunken power-boater chops me in half? What if a neglected through-hull lets go? Suppose I slip off the deck when the boat is excessively heeled? Since I smoke too much, maybe I'll have a heart attack in the middle

O'Neill's Yacht Sales & BROKERAGE



New, 1980 Cal 25

In stock!

Diesel!

Substantial savings!

Offered at \$23,500⁰⁰

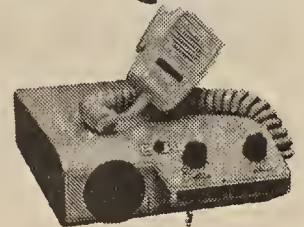
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Twenty-four of the most popular channels, fully synthesized circuit. Plenty of quality communications at an outstanding price. List \$349.00

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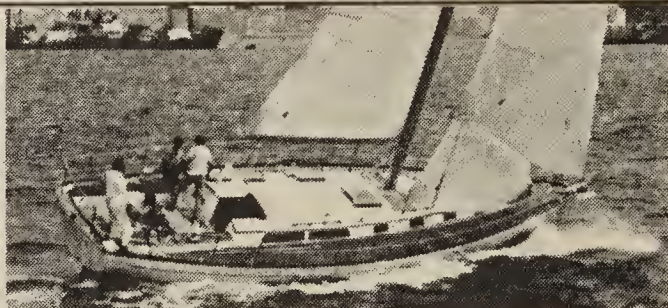
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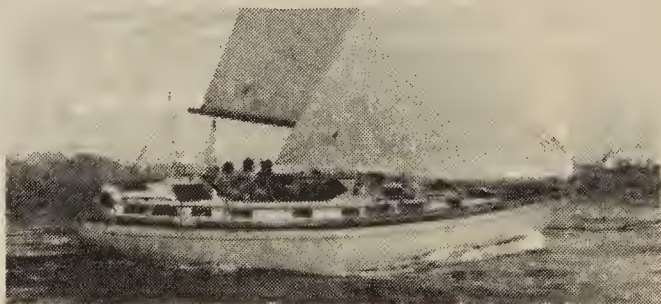
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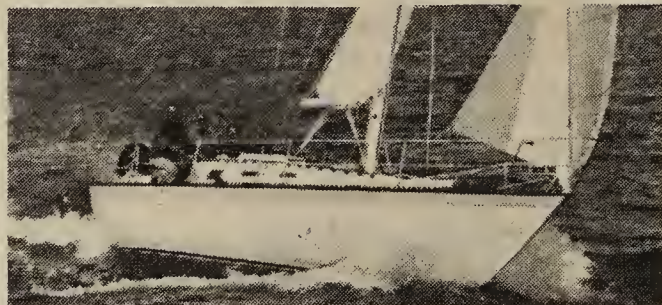
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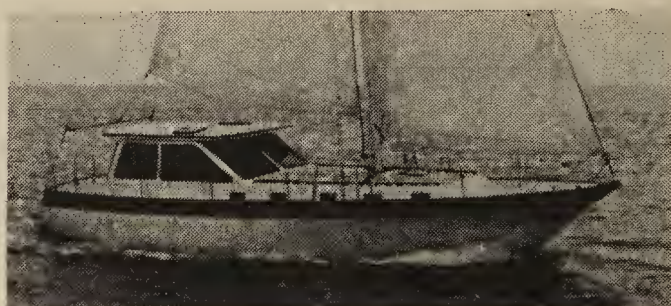
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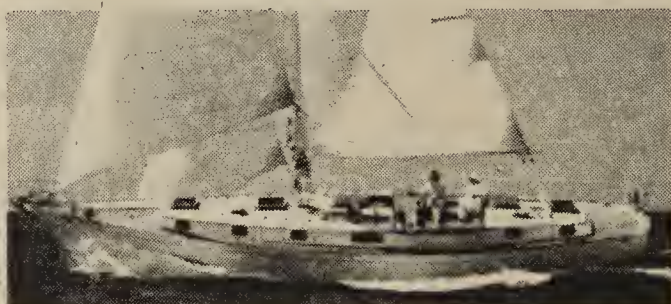


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LETTERS

of the bay.

Then sometimes I wonder about nuclear reactors. Suppose the scram discharge piping started to leak, thus losing hydraulic pressure and preventing emergency shut down. What if my in-care monitoring systems all failed simultaneously? What would happen to a reactor during a great earthquake? And my heavens, what will we do with all that messy radioactive waste?

For the past twenty-three years I have participated in both activities. I play when sailing and work on nuclear power plants, and sometimes I interchange the activities. The reactors are safer. The probabilities are more appealing. If you feel the least bit uneasy about a nuclear-based electrical generating industry, then you should feel more concerned for gear safety when sailing on the bay. I do, and I know more about reactors than sailing magazine editors — especially ones who's logic concerning oil and energy in general is sophomoric, at best.

Frankly, I'm saving my big guns for non-technical editors who think they understand nuclear power plants. If you still need convincing, I give you the following analogy that is about as logical as your arguments:

Persons dead from reactors = 0. Persons dead from sailing = !!
I still like your magazine; why not stick to sailing?

Dan Weinstein
Cupertino

Dan — We may be sophomoric, but even us undergraduates think we can see holes in your perspective.

What's the possible danger of your smoking? Maybe you'll get lung cancer or have a heart attack. That's no skin off our asses, so puff away if you want.

What's the danger of you not taking care of your thru-hulls? Your boat might sink, and you might drown. No skin off us, go ahead and neglect them if you want.

The danger of you slipping off an excessively heeled deck? You die of hypothermia; take the risk if you want.

What's the possible danger if you screw up with a reactor? You die, we die, our grandmother in Santa Cruz dies, our boat glows, and lawd knows what else.

You can tell the difference in the first three examples and the last. In the first three you take the risks, and if you screw up, you suffer the consequences. Fair enough. But in the last one, you take the risks and want us all to share in the consequences. That's bullshit. When you start putting our lives on the line, we'd like a say in it. And we say "thanks, but no thanks."

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Put me on your list please. Subscription list that is. Forget the gloss thoughts — I can't afford any more "quality" publications.

Last fall I got sailing lessons for my birthday. Until then I had never been on a sailboat. Now that you've (sailing) got my attention I am looking for basic input on the subject from A to Z. I hope you can recommend a few good books on sailing and sailboats. Just as an example of the questions that I have are: what are the pros and cons on the different types of boat construction; what are the types of boat construction; what are the pros and cons of the different types of sailing clubs; charter deals or other forms of ownership. I can go on and on but that should give you an idea. Also, when looking to crew occasionally, what equipment should a person have at hand, ready and waiting. Basically, what I'm saying is HELP!!

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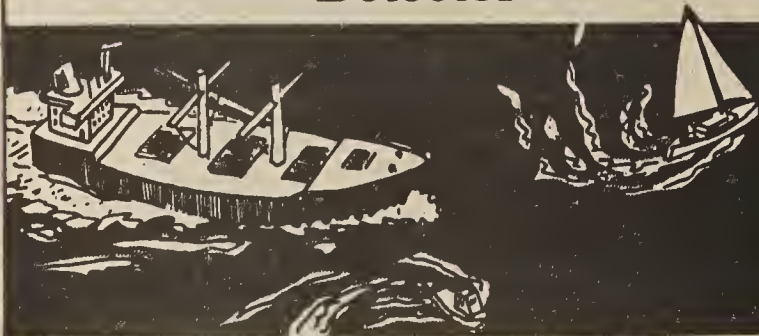
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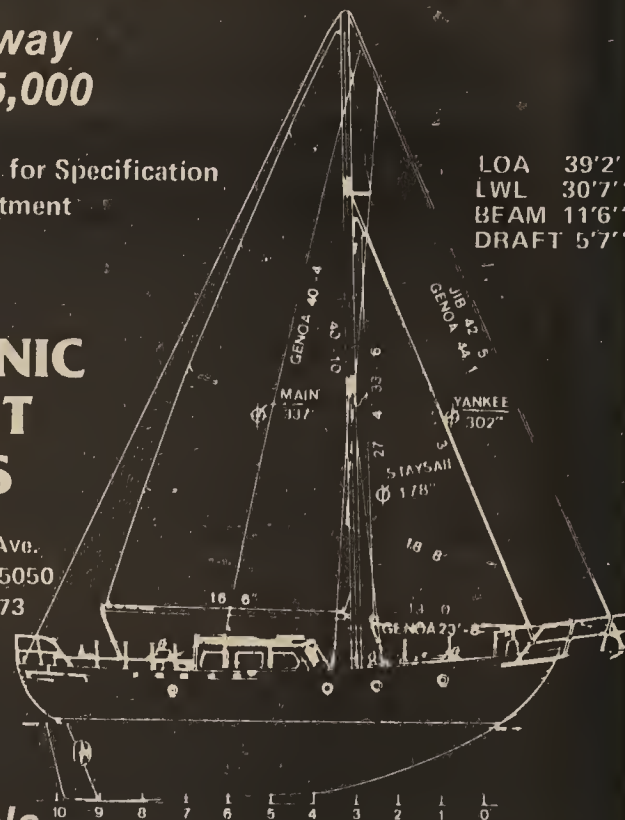
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LETTERS

Ron Robb
Petaluma

Ron — There's a limit of one answer per customer, so we're going to take your last question.

If you're going to crew on the bay, make sure you're wearing warm clothes, have your foul weather gear, boots, and maybe sailing gloves and a watch cap. If you're going to be crewing in the Virgins, guys need only bring a Speedo and gals don't need nothin' at all.

Other than that, just bring a helpful, alert attitude, and maybe a six-pack and some chips if you want to be a hero to the owner.

Oh, there's one book that's awfully good if sailing is completely new to you, and that would be Patrick Royce's *Sailing Illustrated* which should be available at most chandleries. It's got the basics of everything, presented in a very entertaining fashion. We recommend it highly.

□ POST SCRIPT

Don't be surprised if Bruce Graham's April — You Never Can Tell — gets a Pulitzer nomination. *Latitude 38's* editing, or lack of editing, makes the *Washington Post* look good.

Curious about Graham's '360 on his boat trip from Ketchikan to Seattle, I got out my Alaska/B.C. charts. First thing I had to do was add one hundred degrees to the Coast Guard's longitude figure to get the *Maranatha* out of the Atlantic into BC's Hecate Strait. The resulting position off the Estevan Island light showed a run of fifty-miles in nineteen hours from Bonilla Island before *Maranatha* did her roll.

How this SSE run could be made against a southwest gale without ending up on a Banks Island reef tells me Graham either wasn't where he thought he was, or, he had better not count on being so lucky again. Then perhaps *Maranatha* wasn't in Hecate Strait. The deep to shoal water along their course shows a maximum of 73 fathoms rather than Graham's 200 figure.

One thing's certain. We'll bet Graham never again passes up the opportunity — in questionable weather — to make a slight left course change such as they had upon leaving Dixon Entrance. The course change — about five degrees left — would have taken them down the protected Principe Channel.

Yours for happier editing — and sailing.

G.R. "Bud" Kane
San Mateo

"Bud" — What you say is probably correct — and surely besides the point.

Maybe you're distressed that the Coast Guard didn't have the correct longitude figure, maybe the *Washington Post* would be too — but frankly we don't give a damn. If you can't see it's the Pacific, if you can't take Graham's word it's the Pacific — well, then you're just breezin' through a different universe than we. Yours for a happier flight.

□ QUOTABLE

I need your help locating a bookstore selling "The Voyage of the Aquarius," by Matt, Jeanine, Mathew and Melissa Herron. It's the book I give most gladly to friends infected with cruising fever, and surely it is the most readable, rereadable, and giveable book of its kind. If it is out of print (copyright 1974), then Saturday Review Press should jolly well get out the plates again. Maybe I can nudge



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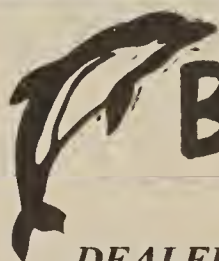
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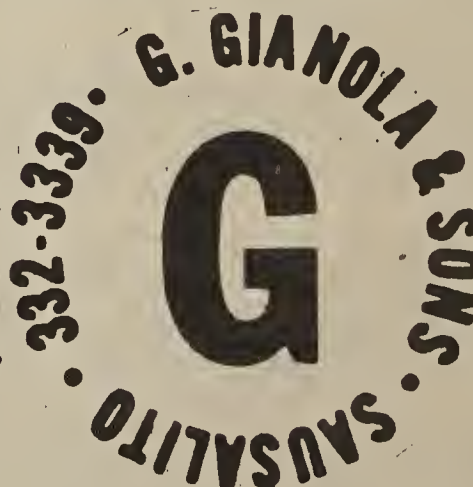
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LETTERS

them through your columns. Matt, Jeanine, and their nine and ten year old kids cut all their security cords, bought the boat and then consulted the I Ching, the Chinese Book of Prophecy.

At first it told them: "It does not further one to cross the great water" . . . and "Going through to the end brings misfortune." But in the next hexagram, it said: "Whatever a man possesses through the strength of his own nature cannot be lost." And the following hexagram launched them for Africa: "Heaven is far from the things of the earth, but it sets them in motion by means of the wind."

The book is the journal kept by each of them separately, so each adventure gives a multi-dimensional perspective, enabling any age or sex to identify. I can't think of a better rehearsal for family cruising than their humorously realistic, yet heroic odyssey! But its a lot more than the usual how-to-cruise book. Each writer's disarming honesty, selectively sensitive eye, and willingness to reveal his or her human vulnerability, educate the heart.

They set out to escape the lockstep, second-hand existence, the predigested TV experience, and the passive role learning of assembly line education. Yet they did not revert backward to the simplicity of a patriarchal, authoritarian scene. They involved the kids in the planning and decision-making, such as playing games with a huge African map as dart board, with cultural info required to score points, etc. The Quaker-type "consensus" method is unconsciously symbolized in one of the neat photos with Matt and Jeanine clasping hands around the tiller, steering together. So the focus is not narrowly sexist or feminist, but mostly humanist. They need one another, they make music together, stretch their egos painfully against one another, trust one another totally, and grow.

But the flavor of the book can only be conveyed through their words. If space permits, here are some quotes from their journals:

Matt: "Life itself was a salad on the docks of Panama City, a salad in which all manner of diverse personalities were tossed together. One can live for years in a city never really encountering a neighbor, but on a dock conviviality requires no volition . . . I emerged from the cabin into the sunlight blinking and clenching the sextant in my trembling hand to try for my first sight. I was fortified by a feeling that all those numberless bodies out there, each moving through space at its own speed and in its own direction, were all of them attached to me by an invisible web of chords, arcs, tangents; and that I really COULD find that precise point on the terrestrial sphere where I stood trapped in the intersections of many angles . . . Our first tropical lightning squall, great gold cracks spread across the black sky in a massive celestial seizure . . . all our romantic notions about the poetry of an ocean passage are being rapidly drowned in salt water . . . always carrying a knot in your gut because a part of you is always worrying about your boat . . . why is it that in a quarrel one person passes this tension on to another? . . . If work and love are the most rewarding expressions of human energy, then the greatest reward is finding them both in the same person. Happiness is fondling your favorite navigator . . . Where have the stars BEEN all my life?"

Jeanine: "You can deaden your senses so that nothing is too threatening, too sad or even joyful. To cut off the spark of excitement, the primitive impulse to learn and explore, that's when the process of dying begins. There are times when people feel an instinct seems like God's whisper, or a special destiny. To us it is just a strong feeling that this is the right thing to do and this is the right time to do it. When life becomes too predictable, you stop testing yourself and stop growing . . . Now we must ask ourselves how our psychic



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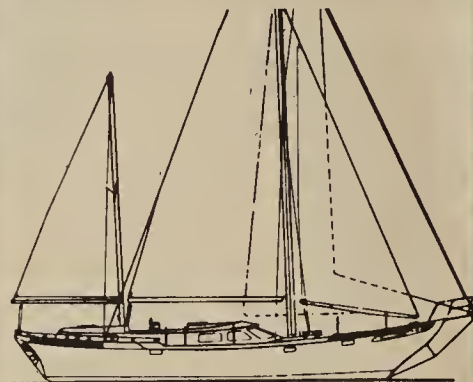
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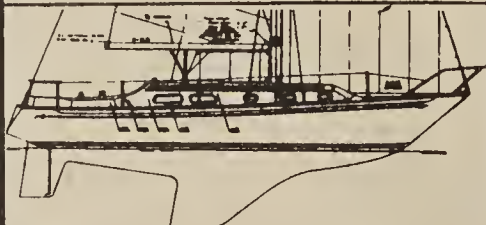


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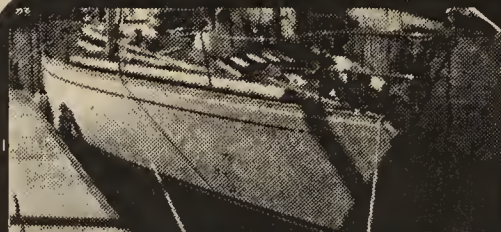
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LETTERS

equipment checks out: our boredom extinguishers, our sanity preservers, and stress harnesses . . ."

Young Mathew: (After a meeting in mid-ocean with a big steamer.) Ask him if we can come aboard for steak and ice cream and hot showers, Dad. Ask him to tow us across the Pacific . . . For my birthday I had to solve a puzzle to find the present, finally found my present was on top of the mast, but the rope was too short to let it down, so I was supposed to splice a second line unto the first. Dad wanted that line spliced but I just tied two pieces together" . . .

Then, as their close encounter with the African Coast almost fulfilled the first I CHING prophecy of doom, each one of these team-tuned, risk-enlarged people is essential to one another's survival . . .

Matt: "I watched Jeanine scramble straight up 20-ft. of slippery iron with a heavy line over her shoulder. Jesus, she's some woman! There are men who like women fragile, but I'll still take this gutsy, independent broad for a wife any day. You could found a dynasty, fly to the moon with her. The kind of marriage we try for: No pedestals, no prisons called 'kitchen' or 'office', only two persons standing separately, sharing equally, but bonded together by love Afterwards, safe, finally safe, in our little cabin with hot tea and a dry towel I looked at Mathew and Melissa. My God, what super, incredible, uncommon kids they were. They might complain when the sun was hot, or the school boring, but when the chips were down both kids were in there pitching like adults . . . there was a glow among the four of us as we brought our voyage completion . . . We're different now, veterans and comrades, and our harmony has overcome much conflict . . . my body feels extraordinarily alive. I've used it constantly at sea, harmonized my mind with it often for survival. The result is very satisfying. I think I know tonight what I was searching for, what the voyage is all about. It is very simple: TO FEEL ALIVE"

So, if all of us badger the bookstores for this 1974 jewel, we can provoke a reprint perhaps.

Mary B. Duffield
Santa Cruz

Mary — Personally we like the last paragraph in the book:

"A happy, alive person is the most attractive person, male or female. Accomplishing a difficult thing together with someone you love is the best mortar for a relationship (the strongest mortar always contains a few straws — the last straw, the straw that broke the camel's back, etc.). When you manage to pull through something tough, you really admire each other. After all, you can't really look back on a weekend at Disneyland and say, "We did it! TOGETHER!"

Matt and Jeanine live in Sausalito now, and graciously gave us one of the last copies they had of the book. If we remember correctly he'd bought all the remaining copies from the publisher. We don't know any store that has a copy.

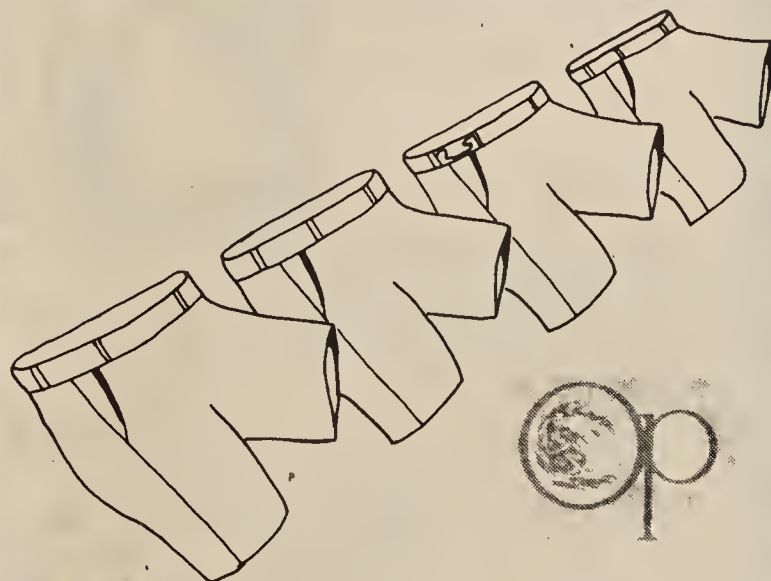
An update: Matt was in the local news the other day working to stop construction of an office building on the waterfront; Jeanine was in the news a week before in a squabble with a cable TV company — they're still working for the things they believe are right.



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LOOSE LIPS

People who race in glass boats shouldn't throw stones . . . or something like that.

In our story on the S.O.R.C. last month, we reported that the top three finishers had been disqualified for having IOR rating certificates that rated too low. Owners of first place *Louisiana Crude* admitted to having more sails onboard than allowed during measurement, something which would have dropped their rating. Exactly what her rating should have been will never be known, since she's been altered by having her 'bumps' removed.

Second and third place boats, *Acadia* and *Williwaw* were remeasured and found to have sailed with ratings far below what they deserved, and currently there is an investigation underway to see if the owners or anyone else should be penalized for "gross misconduct".

In our article last month we said that *Louisiana Crude's* rating discrepancy couldn't have been so great as to have knocked her out of first place in the S.O.R.C. standings. Several sailors who know more about the complicated IOR rule have told us we may well be wrong about that, and we'll gladly bow to their greater understanding of the rule. As we've mentioned, *Crude* has been altered, so nobody will ever know for sure.

Many IOR folks contend that these three boats are being unfairly singled out, and just represent the greens of the carrot. Everyone, they tell us, cribs on the IOR to some extent or another. Interestingly enough the two boats that protested *Williwaw* and *Acadia* — and replaced them on the Admiral's Cup Team — were remeasured, too. These boats, *Stars 'N Stripes* and *Intuition*, were also found to have sailed with ratings that were too low — although nowhere near to the extent of the boats they replaced.

This scandal has certainly tarnished the gentlemanly and sporting image of grand prix ocean racing, but in fact most racers welcome it. If the rule is strictly enforced, the owners and boat blacks will no longer have to wonder how much they should crib on the rule without 'cheating'; they can just sail straight.

Remedies to the problem are now being considered; it may very well be that load waterlines will be required on boats and that winning boats in major regattas will have to be remeasured after the racing — sort of a urine test for ocean racers. And of course the flap will have crews keeping a more watchful eye for the doings of their competitors, and they will surely be more willing to speak out and protest now that the ice has been broken.

We were perusing through the Island YC's *Famous Newsletter* and found this item submitted by Linda Weber-Rettie. According to the item there has been a bill introduced to the State Senate to outlaw the manufacture and use of flare launching pistols, which are probably the most popular way of complying with the Coast Guard's distress signal requirements instituted on the first of this year.

The big beef is that the pistols are made of plastic and can't be detected by airport x-ray machines. And, they can appear to be, and in actuality are a potent weapon. So the beat of the modern world goes on. And on.

The Columbia 26 MKII Association of San Francisco Bay held its Regional Championships recently, and Dave Halaby, the newly elected Vice-Commodore, ran off with honors in Division A. Division B honors went to Miles Ringle in *Tush*, a sometimes dirty word.



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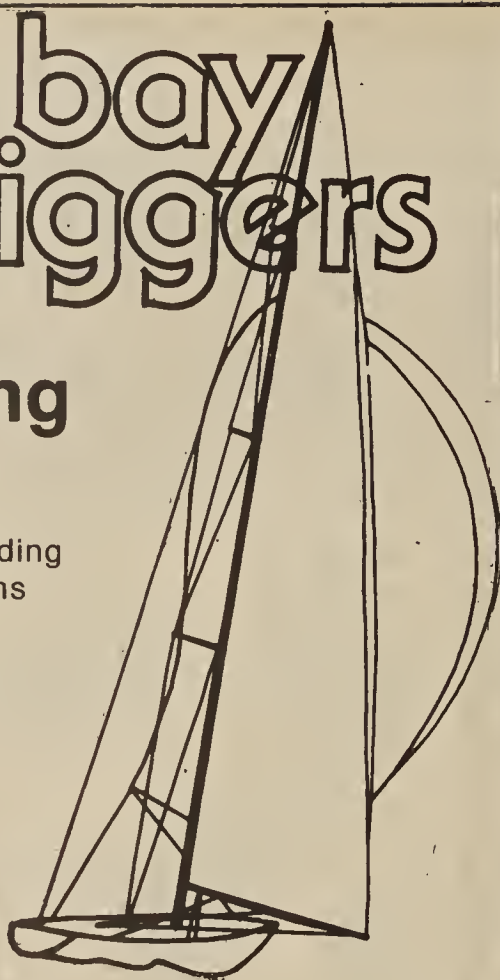
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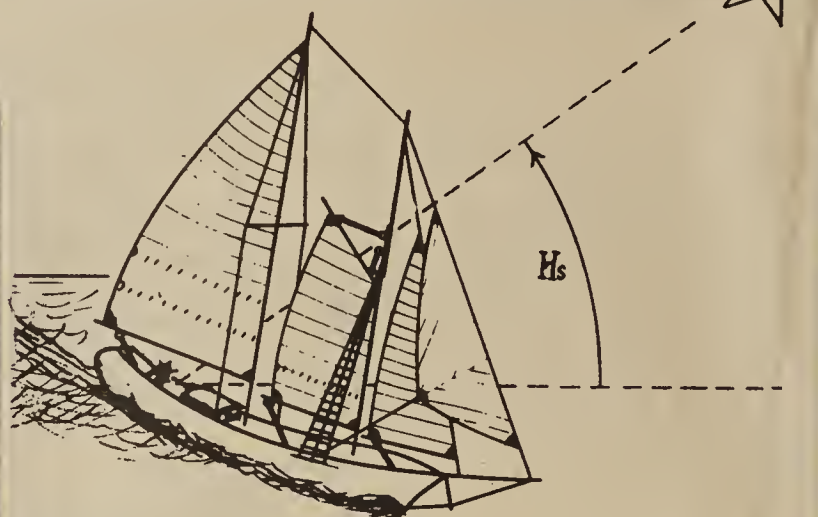
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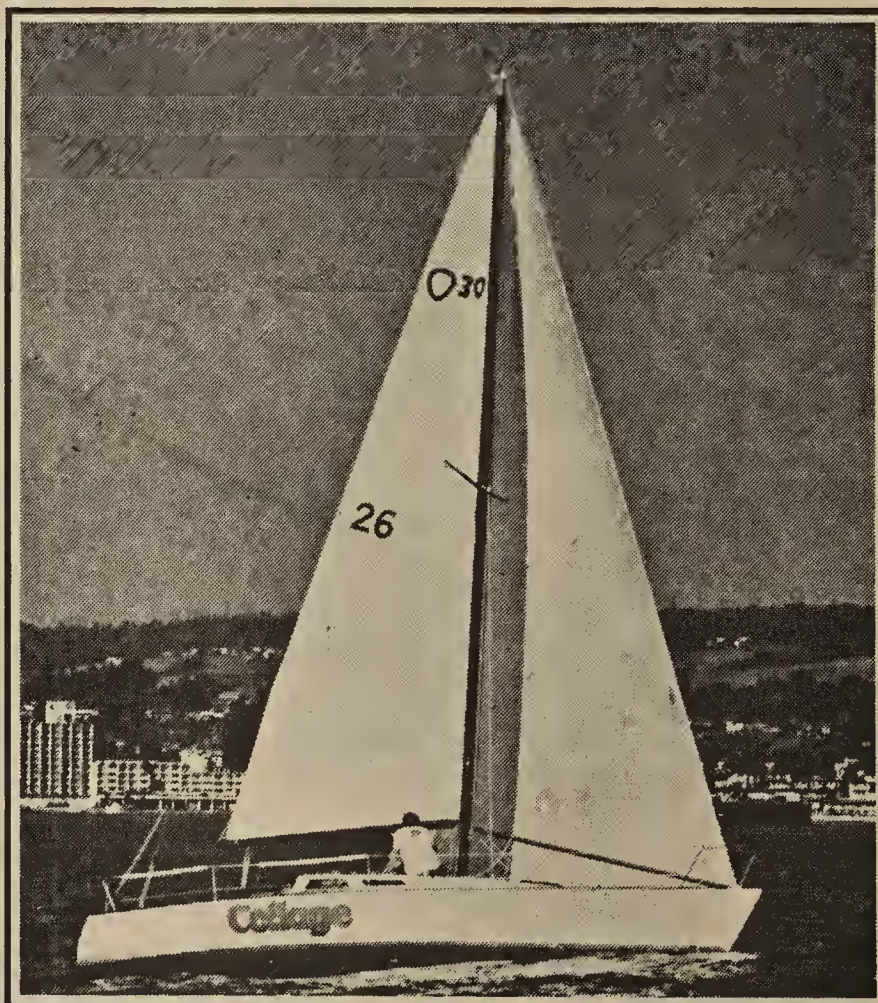
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LOOSE LIPS

Over 1,200 of the 26 MK II's were built by Columbia Yachts, and one hundred-fifty one of them, the greatest single congregation of them in the world, is right here in northern California. Of these 151 northern California 26's known to the national association, only twenty-eight belong to the local class. Shame, shame! If you other owners would join up you'd make lots of new friends, learn many fine tips about your boat, and help increase the value of your investment by conforming to the new class rules.

Call Commodore Jim Rusconi, *Disa-My-Bote*, at (415) 522-6442 for further information.

If you think the story in this issue of Paul and Diana sailing from Belize to Washington in a workboat is a little on the outer limits, where do you plot the plans of Carlos Aragon? Carlos, who left San Diego in late March bound for Acapulco in a 20-ft. catamaran, plans to eventually sail the cat to Australia. It sounds like Carlos doesn't know what the heck he's doing, but actually he's had experience in this kind of thing. A while back he sailed from Mexico to Tahiti in a Finn — you know, one of those 14-ft. Olympic racing dinghies?

Extreme passages have become so frequent they are almost routine, but don't be mislead. Sure, folks like Gary Spiess sail the Atlantic in 10-ft. boats, but what about Kenneth Kerr? He tried to row across the Atlantic from west to east. Kerr's boat made it to Norway, but his person has not been seen or heard from since the middle of August. R.I.P.

In April's *Latitude 38* we ran a story called *Wilde Mexico* in which there was some mention of an election in Cabo San Lucas and political parties south of the border. Since that time we've learned more about politics in Mexico, primarily from an interesting story in the April 16 edition of the *Wall Street Journal*, and thought you might be interested in hearing about it. After all, the *Journal* suggest that Mexico is of equal or greater importance than any of our traditional allies in Europe. That's because Mexico is on the brink of becoming a major world power on the basis of both her population and the strong probability of her having the second largest oil reserves in the world after Saudi Arabia.

A greater understanding of Mexico, we believe, will make folks who sail down there have a greater appreciation of the country and perhaps a greater comprehension of what happens around and to them.

"Mexico," Robert Bartley of the *Journal* reports, "is a distinctly foreign nation, the product of a profoundly different culture in the way that Japan is but most Western European nations are not." That culture, he goes on to say, "is an amalgam of the conquering Spanish and the ancient Indian cultures they destroyed."

The dominating factor in Mexico politics is the PRI, the Partido Revolucionario Institucional, which is described as one of the most extraordinary, most successful political parties in the world. The *Journal* says, "Perhaps the best way for Americans to understand the PRI is to envision the Cook County Democratic machine running a sovereign nation. Democratic norms are given lip service, corruption is endemic, all opposition has been routed, public support is real, and the system works." Crazy, eh emigo?

Most Americans know that the President of Mexico is elected for one six-year term; his election is a foregone conclusion once he gets the PRI's nomination, which is sort of a smoke-filled, back-room kind

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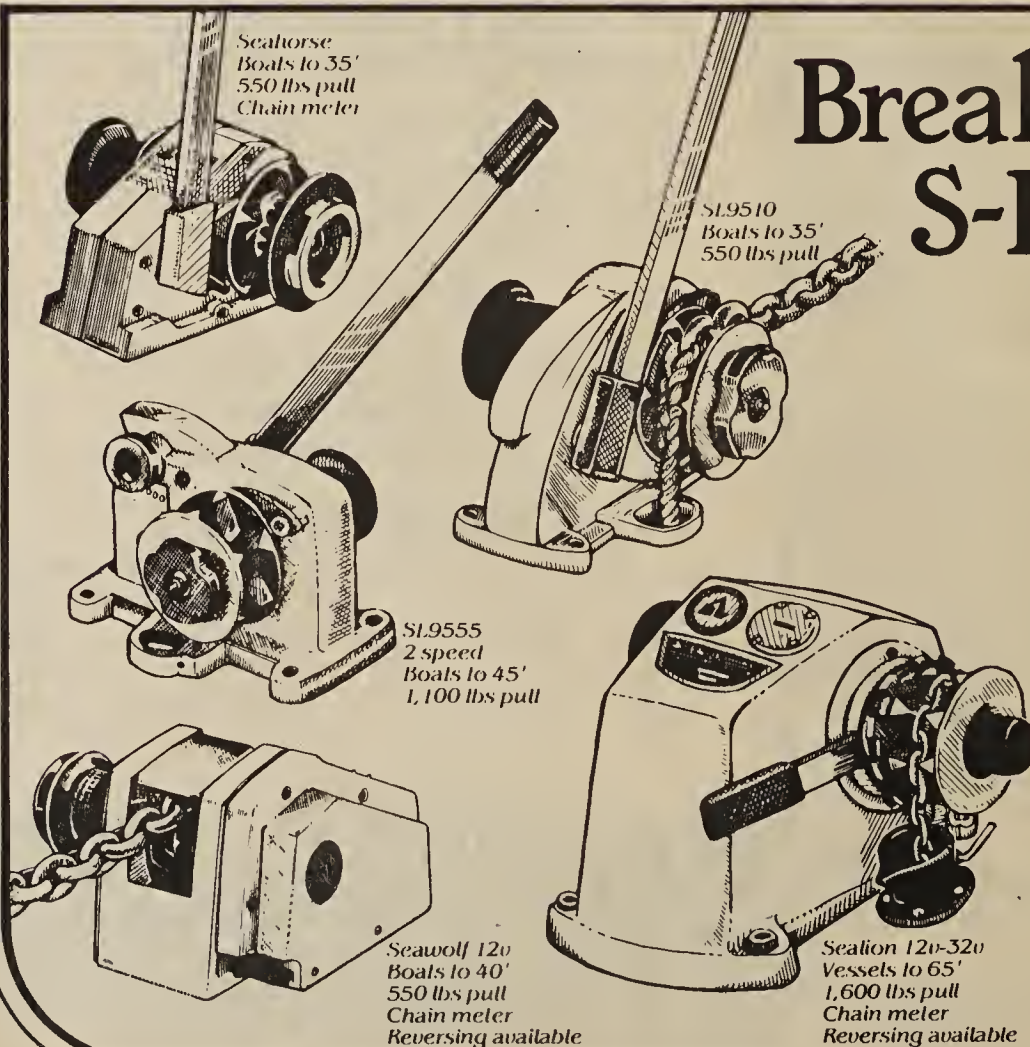
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LOOSE LIPS

of deal. But unlike the Spanish who came centuries before, once in office, the President of Mexico has not sought to eliminate opposition. "Once elected, a Mexican President is in a sense something approaching an absolute dictator. But the PRI operates by co-opting the opposition; an ambitious young politician gets ahead by organizing an interest group and selling out. Indeed, the PRI often finances its own opposition, and President Lopez Portillo has guaranteed opposition parties 25% of the parliamentary seats. So with everyone in the tent, everyone is consulted, and in practice the President's powers are far from unlimited." Now that's really foreign.

Interestingly enough, the article suggests that Mexico has a low potential for revolution despite the malnutrition that frequently exists side-by-side with modern industry. "Mexico's stability does not depend on repression, though some three hundred student were killed in 1968 when troops fired into rioting crowds. The PRI's real strength is its nation-wide depth of real political skill. And if the Mexican political system is not totally democratic, how many other political systems can boast a peaceful transfer of power like clockwork every six-years for the last half-century?" Obviously not the U.S.

It's a fine article, one of many we've discovered among all the numbers of the *Wall Street Journal*. We get the *Journal* from a rack next to the Chinese place where we eat lunch everyday; you can get it near you, too.

The May 1981 issue of *Yachting Racing/Cruising* has a feature called 'Professionalism and You' in which they give the results of their reader survey on professionalism in sailing. We found two interesting aspects of the results. The first is that as a general rule, there is very little consensus on anything. The second is that the clear majority of respondents, and there were reportedly over a thousand, felt that there simply wasn't any problem in the first place. Only 43.2 percent think that "professionals are a problem in sailing today"; 56.7 percent said they didn't think they were a problem. All responses after that seemed moot somehow.

We've heard of airplanes being hijacked, even city busses, but this is getting ridiculous. Early in April over in Lahaina, Woihi Maui, a middle-aged man went berserk and hijacked a 90-ft. cruise ship. Armed with meat cleavers and knives from the galley, the man filled the passengers with sufficient fright so that they began jumping overboard and swimming for their lives.

Most hijacks end up in Cuba or Libya, but this one stayed in the Pacific. After ramming two trimarans and another boat, the cruise ship came to rest on a coral reef outside Lahaina harbor. Folks on-shore probably thought it was some kind of movie production, but it wasn't.

If you're on a boat right now and all the knives and cleavers have disappeared, guess what your shipmate thinks of you? Don't despair, however, there are always forks.

Dan Byrne, Commodore of the Pacific Singlehanded Sailing Association, informs us that the first and third boats in the recent race to Guadalupe have been chucked from the race. Seems that Sam Phillips was navigating his Pearson 39 *Gemini* with a broken sextant and dead reckoning. He turned north too soon and met Ed Quesada in his Cal 38 *Sirena*, who was still trying to find the turning mark. Quesada must have figured Sam knew what he was doing, so he

LOOSE LIPS

circled around and headed for the barn, arriving there first for the apparent win. It took two emotional protest hearings to straighten everything out, and the committee finally ruled to disqualify both of them for failing to present reasonable evidence of rounding the island.

The revised standings show Marina del Rey's David Lay the winner in his Santana 37 *Sprite*. David Hamilton of Santa Barbara moved up to second with his Peterson 33, *Restless*, and Milton Dicus of L.A. took third in his Sun 27, *Lucille*.

First in Division II and fourth overall was Thurmond Smithey of San Diego in *Venture*, a Rawson 30, followed by Steven Fauke of Marina del Rey in his Cal 34, *Cool Breeze*.

Byrnes adds that there are no plans not to hold the race again next year, but so far no dates have been set. The same goes for the Marina del Rey 300 Around the Channel Islands. The best time for both events is spring, and since they both require major efforts, Byrne speculates they may be run on alternate years.

Word from down south is that Bill Lee's *Merlin* notched another elapsed time record in the March Newport Beach to Cabo San Lucas Race. The Santa Cruz legend made the 790-mile passage in 91.6764 hours, some fourteen hours better than the old record. Overall winner on corrected time and winner in Class D was *Intrepid*, a Baltic 37. To his bitter disappointment, local sailor Paul Kaplan missed the victory ride on *Intrepid* when he took violently ill right before the start.

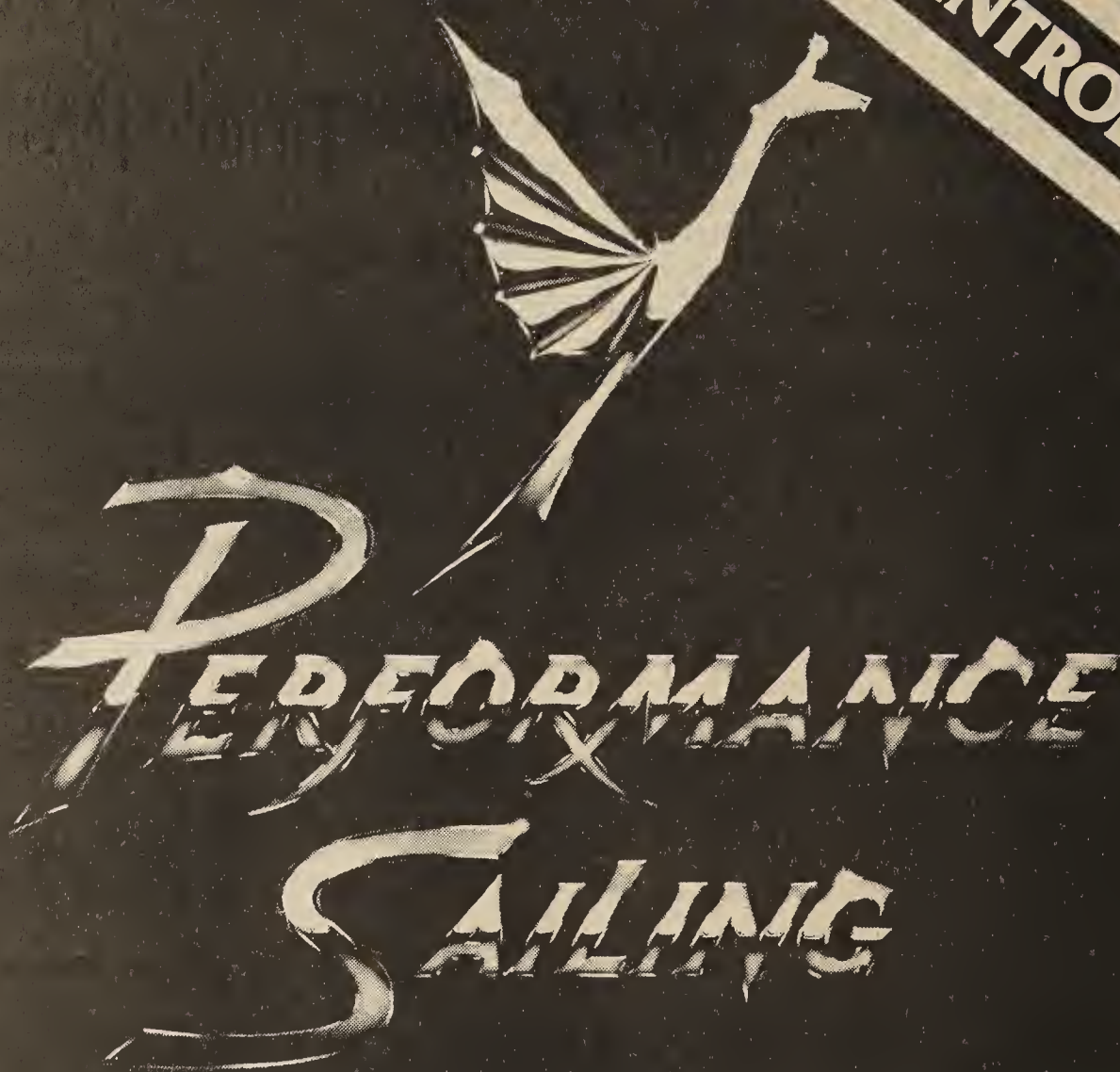
Robert Perry has chutzpah, even if he didn't design the boat. Several years ago *Sailing* magazine did a review of one of his sailboat designs and he took objection to several points made by the writer. He phoned up the editor and let her know just how he felt and uttered those formidable words: "I could do better than that." Before you know it, he had himself another job.

Each month he critiques another designer's efforts, working only from drawings and pictures sent to him in the mail. Needless to say, he gets some flak — how would you like to be reviewed by one of your competitors? — but he neatly points out it's better that he do the job using his working knowledge of yacht design than some editor who's working from a press release.

The second edition of Perry's review, featuring one hundred and nine different boats, has recently come out. At \$9.00 a pop, that's a little less than nine cents each. You get several hundred of Perry's words, line drawings, specs and sometimes a photo with each entry. Included are racing, racing/cruising and cruising designs and four of the author's own creations. Perry keeps a sense of humor about the whole thing throughout and at the same time provides a handy reference to different boats and designs.

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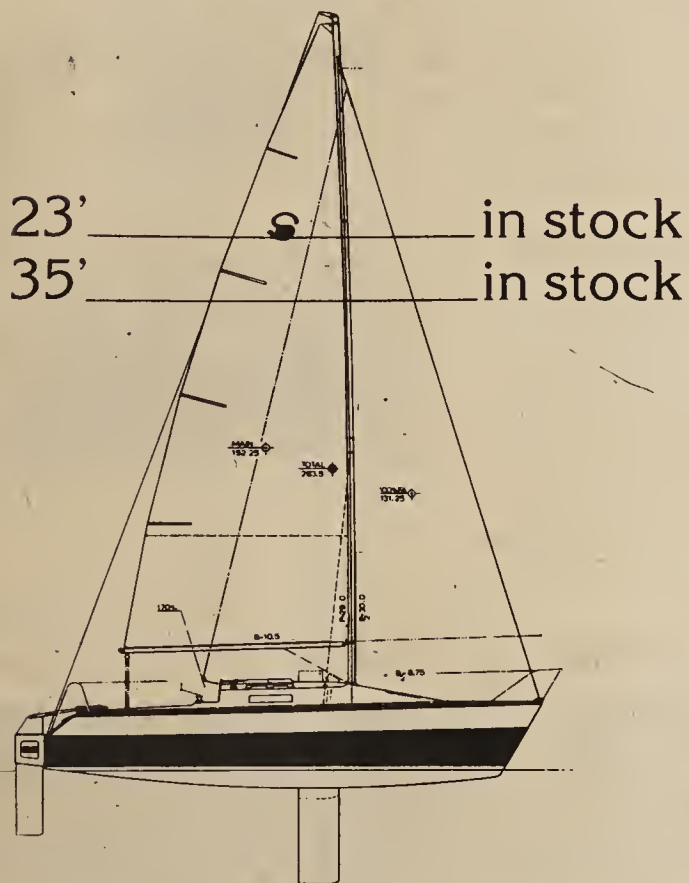
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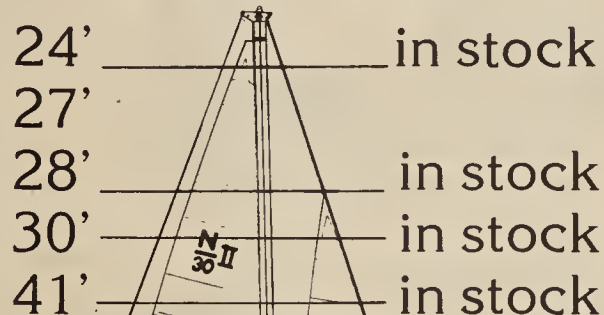


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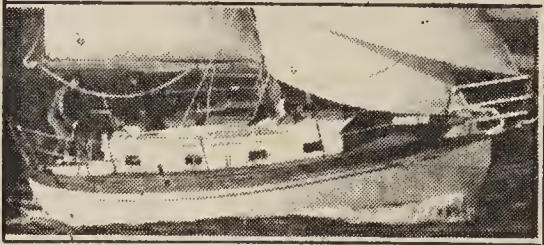
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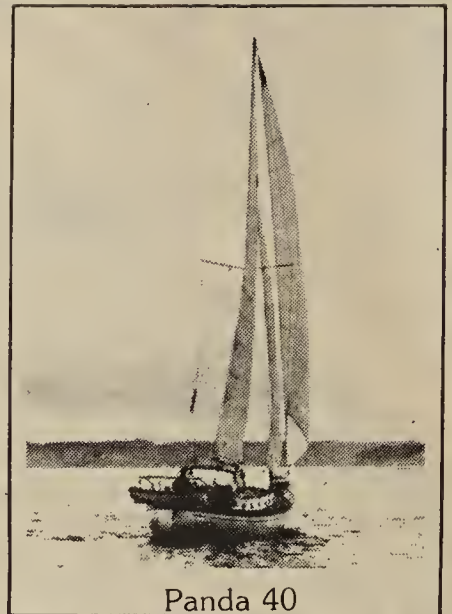


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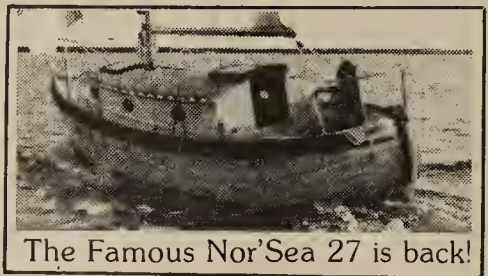


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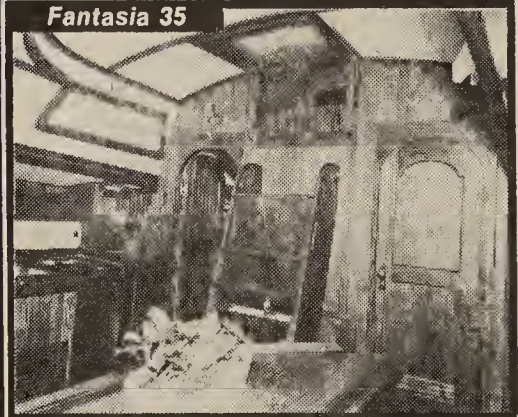
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CHANGES IN LATITUDES

Hello from Cabo San Lucas. Your March issue just arrived via *Stephanie B's* returning crew. *Stephanie B* had three copies for all us here, so we're "reading and passing". As usual, my husband and I enjoyed reading *Latitude 38*.

We left Coyote Point September 26, 1980, entered Mexico November 14, 1980, and would like to pass on a few thoughts and opinions about the past six months.

First of all, about Mexican officials, we'd like to agree wholeheartedly with two of the folks whose letters appeared in your March issue: Soozi "Fussbudget" Pressley and Bill Kohlmoos. They disagreed with "Innocents Aboard" who said they had problems with officials in Mexico. (I think their article appeared in January — we missed the February issue). In the four-and-a-half months we've been in Mexico, we've checked in at Ensenada, Cabo San Lucas, La Paz, Guaymas and back here to Cabo San Lucas. Most of the officials have gone out of their way to be helpful and were very friendly and polite. The officials at the La Paz Immigrations and Port Captain's offices weren't as friendly as the others, but they were polite and business-like and we were in and out of their offices in five minutes. At the Fisheries office in La Paz, I renewed our fishing license and the official there took time out from an obviously busy schedule to answer some basic questions about fishing (our previous fishing experience has been opening a tuna can). I know this sounds like a travelog, but it's true! As far as "hassles" go, we had more trouble with the U.S. Coast Guard in San Francisco, and the mortgage-holding bank in Alameda last year when we paid off our boat and put both our names on the Documentation papers in preparation for this trip.

On another subject, we enjoyed the article on Morro Bay, since we stopped there on our way down. The entrance to Morro Bay can give a bit of a thrill, especially when motoring in and the coupling lets go of the propeller shaft. We put up the sails again in record time, anchored in the first available spot, then recovered over a toddy or two. The shaft and coupling had been machined and assembled according to the "expert" advice of a large marine machine shop in Alameda. Fortunately for us, Morro Bay has an excellent machine shop specializing in marine repairs. Unfortunately, I don't have the exact name, but it's right on the waterfront. It's run by a young man who repaired the coupling and shaft in a short time, at a reasonable price and was concerned enough to ask how the repair worked out when I saw him on the street a few days later. The Morro Bay Yacht Club is okay if you talk to the right person. Our first contact wasn't too friendly, but later on, we tried again and were made to feel very welcome. Most of our stay in Morro Bay was at anchor with only one day at the club's dock. The town of Morro Bay is a great place to pick up provisions, parts and have repairs done. If we were going back up the coast, Morro Bay would be a definite stop.

In the six months since we left home, we've had some other equipment problems, but nothing that hasn't been easy to correct or work around. One of the problems has been with six hundred feet of three-strand nylon line which we bought just before we left at West Marine Products. We put the new line on two of our three anchors. The lines started hockling at the beginning of our trip and the President of West Marine Products, Mr. Randy Repass, has done his best to correct the situation. He replaced the whole six hundred feet, shipping us three hundred foot lengths at Monterey and Santa Barbara as the hockling occurred. Unfortunately, the replacements also hockled after we were in Mexico. We sent Mr. Repass some samples of the hockles from La

CHANGES IN LATITUDES

Paz, plus diagrams of how the lines were attached to the chains and anchors. He has since written us and offered a full refund or a brand new six hundred foot roll. He also explained that he traced the hockling to a manufacturer's defect which has since been corrected. Even though the hockling has at times been annoying, it's a pleasure to do business with a man like Mr. Repass who is genuinely interested in keeping satisfied customers and selling quality merchandise.

Another problem we've had is with our Tillermaster. We started out thinking the Tillermaster was a "luxury", but after motoring many windless hours, we've decided that it's a necessity! When it quit working, we sent it back to the factory with a letter explaining our situation. A friend returning to the United States from La Paz took it with him and shipped it from home to the factory in Southern California. Within ten days, the Tillermaster was repaired and back to us in La Paz. Those ten days also included the Christmas and New Year's holidays. Since the Tillermaster was still under warranty, we didn't have to pay for the repairs, but did have to pay part of the freight costs and Customs fees. The Customs fees were "paperpushing" charges and not duty.

The most recent equipment problem has been our EPIRB which, when tested, was not transmitting. After an expensive call to the factory in Pennsylvania (they wouldn't accept a collect call), they assured us they would rush it through for repairs as soon as they received it and send it back to us here in Cabo San Lucas the fastest way possible. We sent it back with a returning crewmember from another boat to mail from the United States. So far, it's been almost three weeks since it went on its way, so we're still "stuck" here in Cabo San Lucas. Life is tough, huh?

I know it sounds like we've been absolutely plagued by equipment failures, but considering the number of things that can go wrong on a sailboat, we've had it pretty good. I mean, the mast is still standing, we haven't landed on the beach as a couple of others down here and we're having a ball. We plan to go to Canada via Hawaii from here, so hopefully, back issues we've missed and future issues of *Latitude 38* will catch up to us somewhere along the line. Keep on putting out a good sailing sheet.

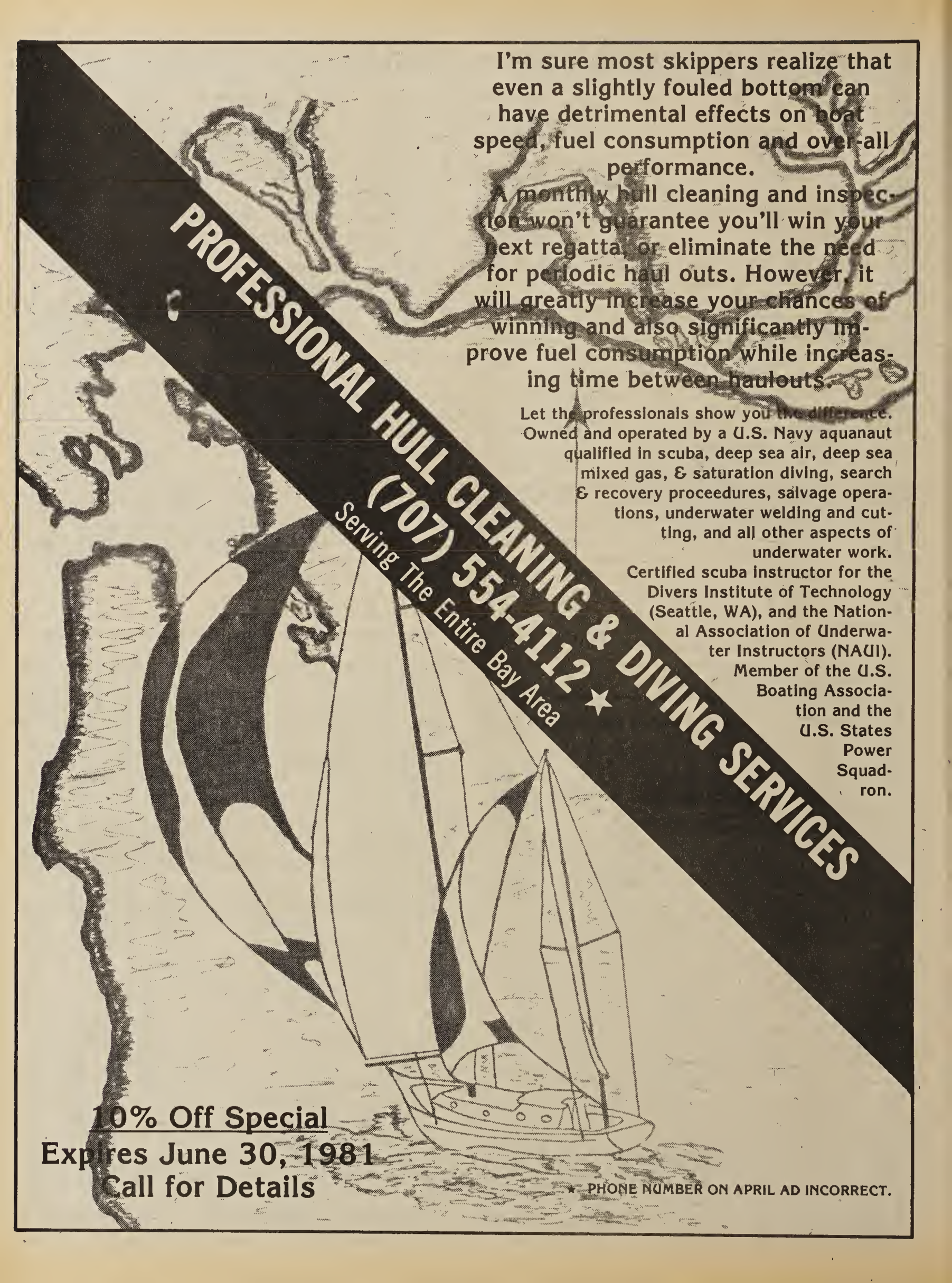
Patricia Connor & Linn Johnson
aboard *Makaira*, a 30-ft. Rawson
San Mateo (U.S. mailing address)

This is a post script to a March 30th letter I sent you. The Narco Marine EPIRB that we had been waiting for arrived March 31st. From the postmark, I could see that it was only a week from the time the EPIRB left the boat to the time it was mailed back to us from the factory in Pennsylvania. The EPIRB we sent for repair was replaced by a new unit — battery and transmitter. It was still under warranty, so there were no charges at all. I thought that was pretty good service, under the circumstances. At the post office, there were no customs papers or fees to pay.

It has been annoying to have fairly new equipment break down, but at least all the suppliers involved have done their best to "make good" and give us speedy repair or replacements.

Patricia — we're glad to hear that companies are backing up their products with good service; that is as it should be.

Regarding Mexican officials. We believe that you, like Soozi Pressley and Bill Kohlmoos, have all had good experiences with



I'm sure most skippers realize that even a slightly fouled bottom can have detrimental effects on boat speed, fuel consumption and over-all performance.

A monthly hull cleaning and inspection won't guarantee you'll win your next regatta, or eliminate the need for periodic haul outs. However, it will greatly increase your chances of winning and also significantly improve fuel consumption while increasing time between haulouts.

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CHANGES IN LATITUDES

Mexican officials — as have we and most other people. Unfortunately the total of all our experience is limited, and there are reports that this is not always the case. Almost always, but there are exceptions.

We'd like to offer you a few quotes from Louis Gerlinger's Mexican Scene column in the April 1, 1981 issue of the San Diego Log, a column copyrighted by the Maritime News Service:

"The failure of Mexican officials to take action to prevent and punish looting and protect boats belonging to U.S. nationals which have gone aground on her coastline constitutes a real threat to the safety of U.S. yachts."

Mind you that Gerlinger is the publisher of the San Diego Log, a Mexican veteran, and the author of a cruising guide to Mexico. His opinions carry weight not only because of his experience, but because of two unfortunate incidents involving U.S. boats in Mexican waters in the early months of this year.

The first was at Isla San Martin (which Doug Wilde recommended in our last issue as the first stop in "Four Easy Steps to Cabo"), and we quote the following paragraphs from Gerlinger:

"At Island San Martin last month a boat belonging to a San Diego man was stripped and burned by residents after it drifted on the rocks.

"The fact that the skipper and another crewmember were onboard didn't deter the boarding and stripping of the vessel.

"Although Mexican soldiers were dispatched to assist the skipper, they remained only a short time . . . and the looting and destruction of the boat continued after they left.

"And Mexican officials were either uninterested or unable to provide protection until his vessel could be salvaged."

Gerlinger reports that isn't the first such incident at Island San Martin, and goes on to mention a second that occurred this year, this time eighty-miles north of Cozumel. The owner of a 57-ft. Chris Craft had his boat go on the rocks; one fisherman came to his assistance, but was reportedly instructed by the Port Captain not to help a gringo. The American owner was not allowed to fly back to the States by the Port Captain until he gave the boat to somebody. Gerlinger reports that the boat was signed over to the Catholic Church and its previous owner signed documents absolving officials of any responsibility or negligence.

In neither case was the boat properly insured, and losses had to be close to, if not well-over, \$100,000.

You folks may not have had any trouble with Mexican officials, but that doesn't mean everyone else has always had the same experience. Vigilance is important. So is good seamanship; apparently both of the incidents were triggered only after the boats in question got into trouble by themselves.

Mexico remains a great place to cruise, and isolated instances like this are certainly not going to keep us away. And lest this article get too grim, we'll entertain you with the origins of the word 'gringo'. You see, way back in the days of the old west and the old southwest, the cowboys were a lonely bunch. To assuage their loneliness they did a lot of singing, and among the most popular tunes was Green Grow the Lilacs. It got so the Mexicans heard this song so darn much they started referring to cowboys as "Green Grows". Even a powerboater can see how that can be slurred into 'gringos'. Like that story?

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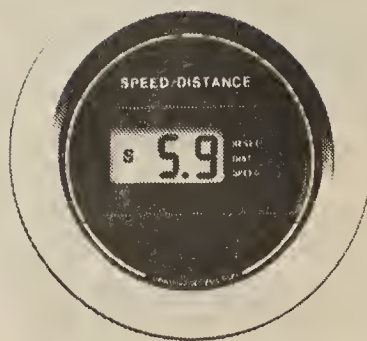
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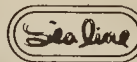
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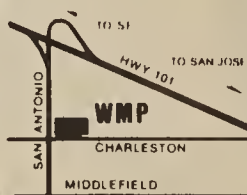
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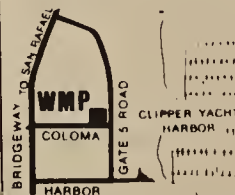
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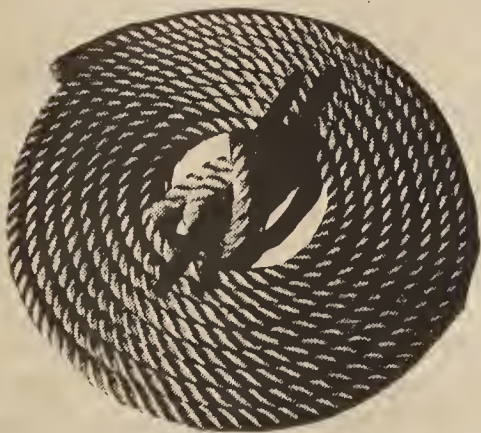
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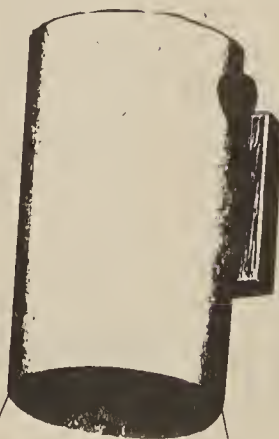
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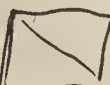
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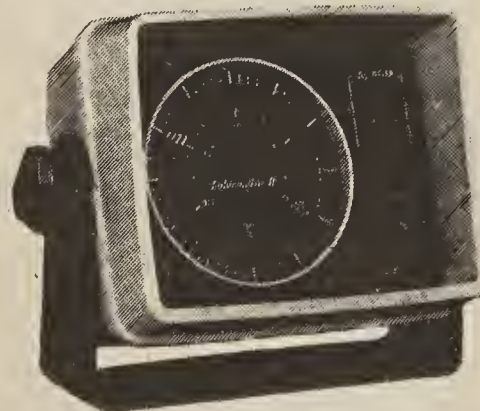
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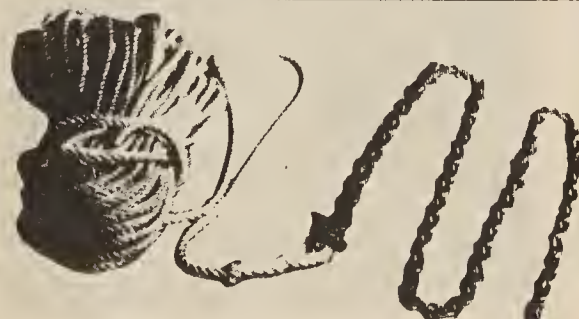
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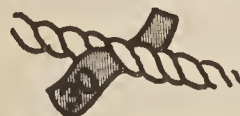
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West Marine Products

SIGHTINGS



listen . . .

The above ad for Sperry Topsiders appeared in a recent issue of *Esquire* magazine. The photo looks blurry because the original was 'gauzed' and appeared in color. It's a lovely photograph though the caption reads "If you listen very carefully, you can hear the ocean."

Actually, it's a terrific ad, but the way the guy holds the shoe up to his head makes it vulnerable to a number of parody captions. "Sounds like it's time for more Odor-Eaters!" Or, "Hello Mom, just got here in Tonga and I'm broke, over" is another. If you didn't care for either of those captions, you'll just have to make up your own, or be satisfied with the original.

ericson 35 perpetual series

The Sausalito YC has announced the establishment of the Thomson-Brown Perpetual Trophy Series for 1981, a series open only to Ericson 35's.

The racing series will be held in conjunction with the club's Tuesday Nite Series, which runs from May 5 to September 15 and is sailed starting at the Richardson Bay Buoy.

Besides the perpetual trophy, awards will be presented to the winners of each race as well as two bottles of champagne. Call Craig Brown, (w) 444-0560, (h) 479-1656 for complete details. Bottoms up!

pink from the sun or co?

You know how awful it stinks when you are motoring downwind and the exhaust cloud seems to hover around the cockpit and cabin? It can be more than awful smelling; it can be dangerous.

Instead of breathing a healthy mix of oxygen, you're breathing CO, a.k.a. carbon monoxide, and if you breathe enough of it you'll get CO poisoning, which has effects ranging from severe headaches, to dizziness, as well as fainting. If you breathe enough your lips will turn red, your skin pink, and you'll eventually croak. So watch out.

science and the

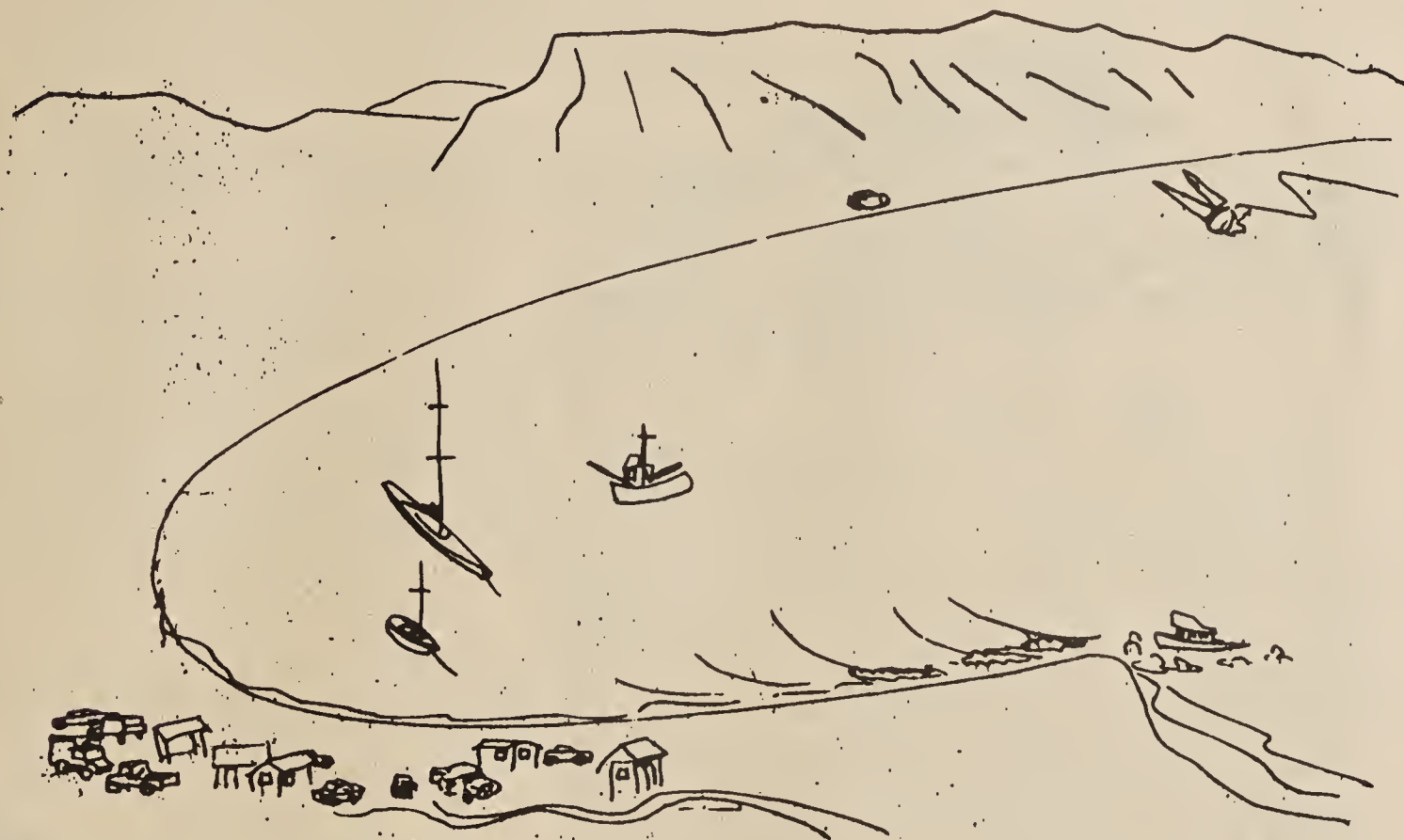
Thanks to the San Francisco section of the American Institute of Aeronautics and Astronautics (AIAA), the Berkeley YC and Jake van Heeckeren, you can get the poop on "Science and the Real World of Sailing". Since most of what you get from us is unreal, the May 27th presentation ought to be of interest.

There's a no-host cocktail hour from 6:30 to 7:30 at the Berkeley YC followed by dinner. Jake gets down to brass tacks at 8:30, covering some of the basic fluid dynamic principles of sailing, the difference between sailing art and sailing science, the role of technology and the testing tank, and the

give your teens

Teens have been a problem for society throughout history. Ancient Visigoths got rid of their troublesome teens by shipping them off to the film festival at Cannes. More recently right-thinking parents have bought their teens tractors and forced them to plow Idaho potato fields until their horrible hormones had balanced out and puberty passed.

If you don't have the dough to buy your teen a tractor, you might want to enroll them in the Bay Area Marine Institute's summer



real world of sailing

development of a rating rule and its limitations. As both a proven sailor and trained scientist — M.I.T. and Stanford good enough for you — Jake can converse in both jargons. The talk is open to the public, so he's planned his presentation with the layman in mind.

Tickets are \$5.00 apiece, and to make reservations you need to call Betty Beyerley at (415) 965-6415 no later than Monday, May 18. First call, first reserve. You can pay at the door with a check made out to the AIAA. (No tickets will be mailed out beforehand).

to b.a.m.i.

program for 'little people' between the ages of 12 and 17. The five-week program will expose your kid to the sun, sailing, boat-building, seamanship, and bay ecology. Each student will be responsible for building a boat; there will be overnight sailing trips and organized races. The program starts June 20; a second session begins August 2.

For further information call B.A.M.I. at 552-4500 — and tell your teen to turn down that damn stereo!

and some folks think grandma moses had talent!

Here's a letter from the mailbag:

I was on Merlin delivery crew (Cabo to San Diego). We pulled into Hipolito Bay one windy afternoon for a little rest, sightseeing and another lobster dinner when we heard *Bellibone* in contact with *Jolly Dolly* on VHF. *Bellibone* was wondering where *Jolly Dolly* (a Ranger 33) was and how to find that place.

I thought Hipolito was full of scenic splendor so I did an etching of the place as souvenirs for the rest of the crew. Pictured are the village, with more broken down cars than houses, the fishing boat parked permanently in the rocks at the point of the surf, *Merlin*, *Jolly Dolly*, the Mexican fishing boat that was there, the boat up on the beach and last but not least, *Bellibone* tacking up the bay.

peter costello

Peter — Did you know that Baja California's Hipolito is a third cousin of Alta California's Sausalito? Yeah, their roots go way back. That looks like a hell of a right at the point; next time include a surf report.

looking for canadian capers?

If you're going to be cruising in British Columbia this summer — and don't we wish we were — you might want to drop by the Duncan-Cowichan Summer Festival on the 24, 25, and 26th of July. There'll be parades, beauty pageants, street theatre, logging sports, and all kinds of other fun.

And, on July 25th, the Maple Bay Yacht Club will revive the Cowichan Bay Regatta, a grand old event that was a favorite in the Northwest waters

con't. on next sightings page

SIGHTINGS

canadian caper - con't.

between 1907 and the Second World War. The regatta has classes for gaffers, P.H.R.F.'ers, multihulls, dinghies, and sailboards. Yacht membership is not a prerequisite.

All these grand little events go for \$20, and in return you'll also get a "chart of convient anchorages and moorage". Sounds like fun; write Tom Latimer for details at 3941 Cobble Hill Rd., R.R. #1, Cobble Hill, B.C. VOR 1L0.

transatlantic solo race movie premiere

The Singlehanded Sailing Society is kicking off the festivities for the June 7th start of the Nippon Ocean Racing Club's solo transpac to Japan with an evening of special guests. Included are entrants in the race, Bernard Moitessier, as well as Moitessier's film and a West Coast premier of "American Challenge", a documentary of the 1980 Observer Singlehanded TransAtlantic Race (OSTAR). The film is a composite of footage taken from seven onboard cameras, including one from winner Phil Weld's boat, and one from Judy Lawson's boat, which was dismasted during a full gale.

The Singlehanded Sailing Salute will be presented at 7:30 p.m. on Thursday, June 4 in the Conference Center, Building A, Fort Mason Center (next to Gashouse Cove), San Francisco. Tickets, which are \$4.50, can be obtained from the Singlehanded Sailing Society, Building E, Fort Mason, S.F. 94123.

35-gun salute

The Sausalito Yacht Club celebrated the 35th anniversary of its founding with a Founder's Day dinner last month. The affair was held at the clubhouse on Saturday, April 4th.

The guests of honor were the three founders still active in club activities: John Ford, Park Dinsmore, and Jim Enzensperger. Other guests of honor included Sausalito Mayor Fritz Warren, and the Commodores of neighboring yacht clubs: Martin Encinger, Sausalito Cruising Club; George Vare, San Francisco Yacht Club; and Harry Salesky, Corinthian Yacht Club.

In addition to some one hundred fifty members and their wives, the dinner



was attended by more than half of the past commodores of the SYC. Founder's Day Chairman was Russ Wallace.

kauai iki

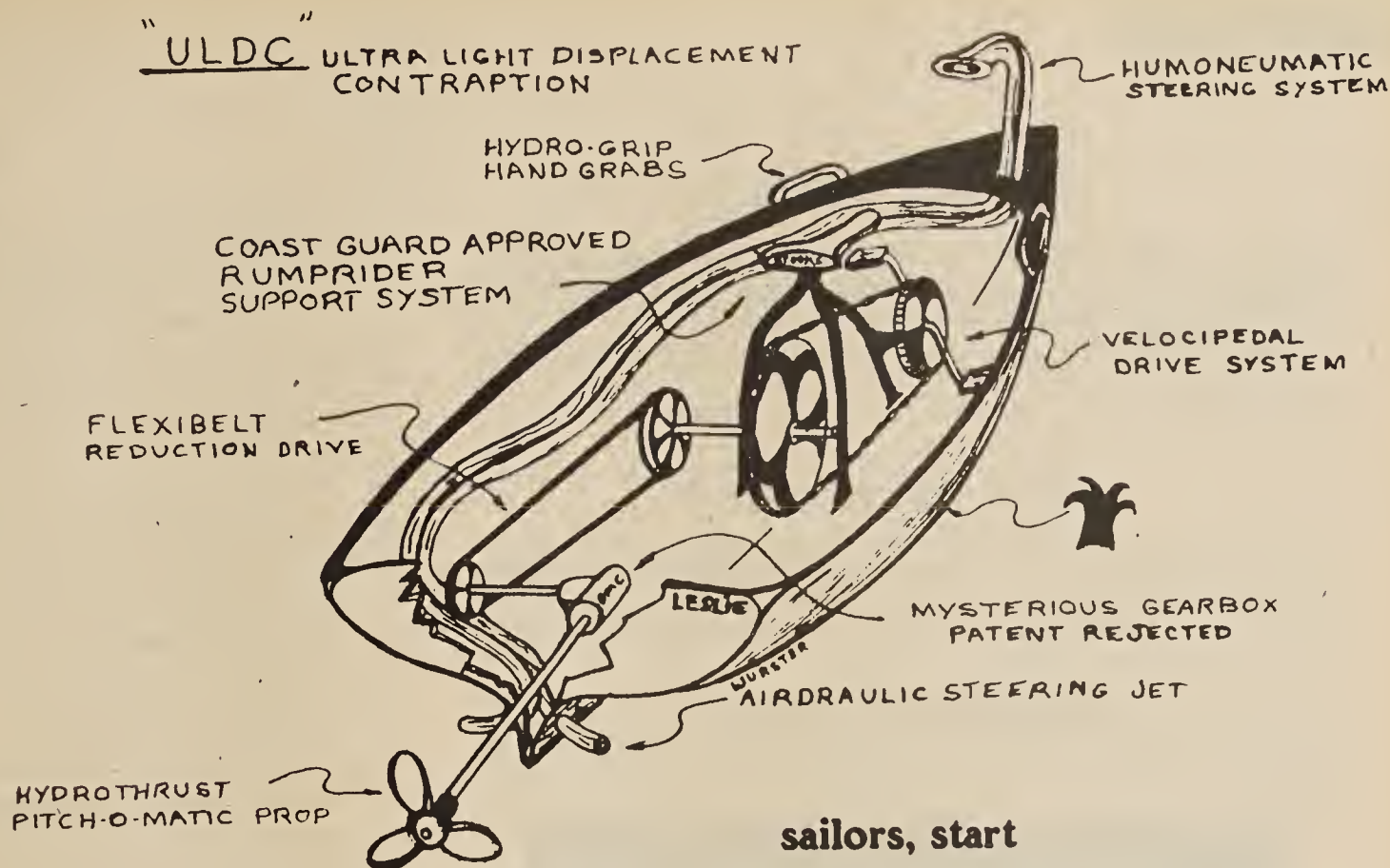
In last month's Letters, notice was given that a 'Kauai Iki' race would be held every other year to compliment the Ballena Bay YC's Kauai TransPac. The idea was to hold a race in September to give last year's competitors a chance to get together again, and perhaps interest other boats in next year's race. It was a great idea, but scheduling conflicts has put the month of September out — the date for the Kauai Iki is now the 17th of October.



island ladies

The Island YC held their traditional Ladies Invitational — a 'true' ladies race — on the Olympic Circle on April 11. A total of fifteen boats raced in spinnaker and non-spinnaker divisions, with clear blue sky and fine winds sometimes gusting up to 30 knots. First hand observers reported the ladies in light boats with chutes went like hell in downwind in that breeze.

Overall winner and winner of the non-



sailors, start your contraptions

Illustrated here is your basic entry for the 'Rube Goldberg 500', the highlight of the Santa Cruz Harbor Festival and Boat Show on June 5, 6, and 7. The race doesn't start until 3:00 on June the 7th, but you've got to start building your floating contraption now, be it raft, houseboat, clippership, dory, dinghy, dreadnought, submarine, sloop, supertanker, coal barge, or tramp steamer.

The only requirements are that the vessel be powered by "human muscle applied to a mechanical device which ultimately propels the water craft. The mechanical device must have a minimum of three moving parts."

As you might expect, direct paddling is illegal. And, "hamster power will not be permitted. Violators will be disqualified and hamsters impounded."

The course is approximately 500 yards within the friendly confines of the Santa Cruz Harbor. Prizes will be awarded.

Try the Santa Cruz Harbor Office, (408) 475-6161 for further information.

tax relief

Good news for those post tax-paying blues. There's a bill working it's way through the California State Legislature that would grant up to \$300 in tax credit to boat owners. Assemblyman Bill Lockyer, D-San Leandro, authorized the bill, which, if all goes according to plan, Jerry Brown will sign by the middle of June.

The bill has its roots in Proposition 13 (where else?). In 1978, when Prop. 13 went into effect, twenty-two counties, including San Francisco and Alameda, collected unsecured property taxes at pre-Prop. 13 rates. The other thirty-six counties, among them Santa Clara and San Mateo, used the new one percent of market value rate. Last August, the California Supreme Court ruled the counties using the old rate were correct, but the court also froze those funds. Lockyer's proposal would return the surplus to small businesses and boat owners in the form of tax credits next year — if you owed \$300 on your boat, you wouldn't have to pay anything.

con't. on next sightings page



RONI ANI MANN

invited

spinnaker division was longtime Ariel sailor, Carol Jesmore in her *Rustle*. Second place is non-spinnaker went to Barbara Worden in *Happy*, a Santana 22, and third to Judy Meyer in another Santana 22, *Andiamo*.

Spinnaker honors went to Ann McCormick in *Fire Drill*, a J-24; second was Marica Peck on another J-24, *Son of Tidebucker*; third was Susie Wosser (pictured above) in the Moore 24, *Bad Sneakers*.

SIGHTINGS

tax relief - con't.

There is, of course, a hitch. Those with a tax liability greater than \$300 for 1978 and who paid at the lower one percent rate will have to fork over the extra bucks that the pre-Prop. 13 taxpayers already coughed up.

What can you do? Call or write you state senator and let him know how you feel about it.

shoot 'em up scout?!

Some folks will find it inconsistent that we've recently bought a powerboat while professing to hate the darn things. We suppose it's just one of those paradoxes of life. Well, actually we *have* to own one in order to do an effective job of taking photographs.

Just so you know, here's what our smelly powerboat looks like. Initially we planned on calling it *Stinky*, but the co-publisher insists on *Scout*, which is probably a leftover of her cowboy and Indian days. Anyway, we'll try and



stay out of your way while racing and not screw you up with the wake.

Regretably owning this fossil fueler costs money, and we've spent several long evenings trying to devise ways of offsetting the costs. Try as we could, the best idea we could come up with was setting up our own toll booth on the Golden Gate Bridge, but that went down the drain when we didn't have anybody to man (or woman) it. Then some genius hit on the idea of selling some photographs, and that's what we hope to do.

Now, obviously we aren't going to try and compete with our good friends Diane Beeston and John Hutton, Jr., who pursue the racing fleets. No, we'll shoot some racing shots for the magazine, but the rest of the time we'll concentrate on cruising boats and 'nobodys' — you know, the boats nobody takes pictures of. When each issue comes out we'll run a list of the boats we've shot, and see if anyone wants to buy them. Might not work, but then again, it might.

So, if you see a noisy runt of a powerboat crawling up your transom or loitering under your bow, chances are it's just *Latitude 38*. Naturally, some of you folks will prefer not to be bothered or have your picture taken; in that case, just flip us the bird or scream "get the hell away from here!" and eventually we'll catch your drift.

Crick!

panama

We've always felt it best if cruisers somehow learn to purge pot from their lives, and we think that remains a pretty good recommendation to this day. But after talking to a friend temporarily back from Panama, we can understand how the attraction is nearly irresistible to those who crave a good hit from time to time.

Apparently how and where to buy weed in Panama is common knowledge to yachters throughout Central America. The deal is you simply go to an island called Pedro Gonzales, which is one of the Perlas group about 30-miles off Panama City. If you want to buy dope you anchor on one side of the island, if you don't want to buy dope, you anchor on the other side of the island.

Personally our friend hates two things about her husband, The Captain: One is his rambling into anchorages at night, the other was this buying and carrying of pot on their boat. But the pull of pot is strong to some, and The Captain could not be denied.

Sure enough, as soon as they anchored on the 'buy' side of the island, pangas came rushing out and the Panamanians wanted to know if everyone would like to smoke a little — Panama Red — what else? Well, one hit led to another, and after the smoke cleared, they began to talk business.

"How much?" asked The Captain and a friend from another boat.

"Twenty dollars a pound," said the Panamanians.

"Too much!" shouted the gringos. (If you don't smoke weed, and we rarely do, you might not know that ounces — not pounds — but ounces in America go for about \$150.) Anyway, The Captain bought a

red cross

It's not often you get to sail in a centennial event, so you'd better mark your calendar for May 23. That's the date of the Red Cross Centennial Multi-Class Regatta, sponsored by the San Francisco YC to celebrate the 100th anniversary of the Marin Chapter of the Red Cross.

The race costs a tax-deductible \$15, and entry forms can be obtained from the YRA office (415) 771-9500, or Regatta Chairperson Emanuel Franzel (415) 435-1294.

Some of you gents have probably been dreaming of a chance when your sweetheart

red

pound for about twenty dollars, and his friend bought a pound-and-a-half for about thirty dollars. It was good stuff, too, all tops.

Other yachties, who had been more timid and afraid, had heard of the score and approached The Captain and offered to buy lids "at a fair price". He gladly sold them ounces for five dollars each. They got a hell of a deal, and he made money many times over, although that hadn't been his intent.

An interesting word about the folks on Pedro Gonzales. Most of the islanders in the area are quite primitive people, but our friend said that outside contact with dope buyers had apparently rocketed the Pedro Gonzales folks up the sophistication ladder to where they were "typical dope dealers". Natives of surrounding islands lived in bamboo huts; so did the dealers, but their bamboo is varnished. Most pangas were grungy and run down looking; the dealers had new and jazzy paint jobs on theirs. Where the average panga used old engine parts for an anchor, the dealers had real ones — painted gayly, too! And when the spray came up, the dealers had foul weather gear, the latest Peter Storm stuff to boot!

Despite the bargain prices, we still suggest you not carry weed on your cruises. In fact, if you've got to have it, why not buy another of the Perlas Islands, this one called San Jose. Not only is it overgrown with pot, but it has nice roads and living accommodations, courtesy of the U.S. Armed Forces that had been stationed there at one time. It's just a hop, skip and a splash from where the Shah of Iran spent his last days, and it's for sale.

Dope or no dope, the Perlas Islands of Panama are reported to be sensational!

regatta

might be able to follow you around the course and marvel at your skills and courage. Well guys, here's your lucky chance. For a tax-deductible \$12.50, your lady friend can have admission to a spectator boat, and get a box lunch and beverage as a bonus. Eileen Strachan has these tickets at (415) 454-1550. Please get your entries and ticket requests in by May 8th.

The Red Cross has helped a lot of folks over the years; here's your chance to help them help others.

boatbuilding seminar

On May 16 and 17 the Bay Area Marine Institute will hold a weekend boatbuilding seminar in which you build your own boat. Actually, it's a multi-purpose rowing skiff, which can carry either three people or 500 pounds; fortunately it can be rigged to sail, or we wouldn't even tell you about it.

\$375 dollars covers the cost of materials, instruction and advance registration. There is no maximum number of people who can be in each group; in other words, your family can build the boat for \$375. As a special bonus, childcare is available. The seminar is limited to eight groups.

Dave Mancebo will lead the seminar. MORA sailors know Dave as the designer of *Critical Mass*, and readers of the March issue of *Cruising World* will have seen a cat ketch of his featured.

For complete information call B.A.M.I. at 552-4500.

the latitude 38 quiz

This month's *Latitude 38* quiz is courtesy of the United States Coast Guard Auxiliary, the folks who taught 11,547 people boating safety classes last year.

To take the quiz, simply check which of the following are the "five major causes of boating accidents".

- | | |
|--------------------------------------|------------------------------------|
| 1. Sleeping at the helm. | 8. The dark of night. |
| 2. Drunk boating. | 9. Powerboaters. |
| 3. Falling overboard. | 10. Capsizing. |
| 4. Throwing mother-in-laws overboard | 11. Fire and/or explosion. |
| 5. Drugs. | 12. Fire and/or Tricuits. |
| 6. Collision with fixed objects. | 13. Collision with another vessel. |
| 7. Bright sunshine. | 14. Collision with a fire hydrant. |

The correct answers, the top five causes of boating accidents are numbers 3, 6, 10, 11, and 13. If you did not pass this quiz, immediately go to your telephone, dial (415) 556-5310 and ask for a date and location of the next Boating Safety Class in your area. If you failed this quiz you probably didn't know that the Coast Guard Auxiliary is a civilian component of the Coast Guard, whose members use their own vessels and aircraft to assist the Coast Guard in safety patrols and search and rescue missions.

memorable memorial day anchorages

As you all know May 23, 24 and 25 is a big three day weekend courtesy of Memorial Day. If you're looking for a lot of trouble and frustration during those three days, we'd suggest you try and catch an airplane, or maybe get out on the road and try driving to some public park.

On the other hand, if you're looking for a little piece of mind, maybe you ought to go somewhere in your boat, or maybe buddyboat with some friends.

Where to go? If you're hot to trot, it'll be warm enough up the Delta for a short run. If you want to go halfway there, Mayberry Cut across the river from Antioch is nice.

Those a little less ambitious might try a run up the Petaluma or Napa rivers. We've done those runs on three-day weekends, had a lot of fun and felt particularly smug as we watched the motorists trapped in traffic on the bridges above us.

Even closer to home is McNears Beach near the Sisters in Marin County. It gets shallow, so you can't go too close to shore, and sometimes the rocky

con't. on next sightings page

SIGHTINGS

memories - con't.

bottom and currents make anchoring a little tricky. If you're lucky you can grab one of the mooring buoys.

Paradise Park is another favorite spot on the Marin shore, located between Paradise Cay and the entrance to Raccoon Straits. If you anchor off Paradise Park, you might have friends come over during the day and row out to your boat.

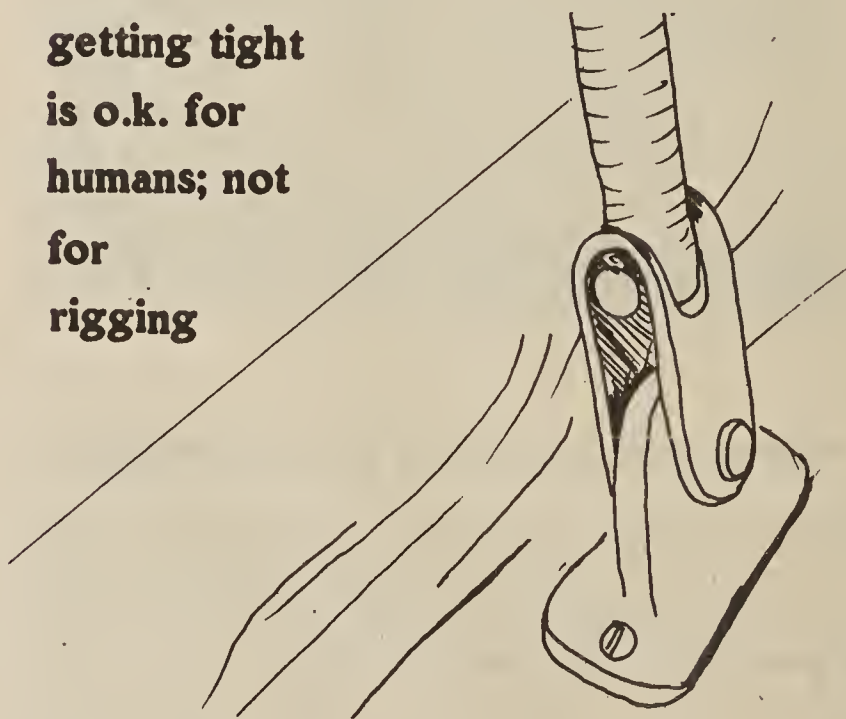
Want to be alone? You might wander down into the Richmond Basin where they are in the process of building a new yacht harbor. You'll find plenty of room there, and it often has some of the best weather on the bay. Probably nobody will throw you out.

Hospital Cove on Angel Island will be mobbed, so unless you get there on Thursday, you might as well write it off. There should still be room to anchor on the east side of the island, where you can row to shore for sunbathing in the sand.

Some folks like to anchor off Ondine's restaurant in Sausalito and watch the people show on Bridgeway. Others like to anchor off Ondine's restaurant in Sausalito and be watched by the people on Bridgeway. Whatever your preference, it can be fun, and you can row your dinghy ashore and tie up next to Houlihan's Restaurant if you're hot for the nightlife.

Our last recommendation is a quick jaunt to the cove at Treasure Island. A secure anchorage that is often free of most of the normal afternoon breezes, this can be a great place to kick back once you get used to the noise of the traffic on the bridge.

**getting tight
is o.k. for
humans; not
for
rigging**



In the course of his duties as a salesman for Skipper Yacht Sales, Wally Rettig has the opportunity to inspect many boats. Recently he's noticed a bad trend — boats with their rigging too tight. Wally, who used to rig for Zig Zag Marine, says it needn't be that way, and that tight rigging will cause chainplates to be pulled up and deck to craze.

So slack off. If you need help, Bay Riggers in Sausalito ran an ad on mast maintenance last month; in Alameda Wally recommends David Hulse or Steve Seal; and if you're really get desperate, you can call Wally himself at 522-8700.

\$20,000

The Australian 18's are coming: to Newport, Rhode Island on June 7-14 for the North American's, and to San Francisco June 23-July 3 for the World Opens. The 18's, you'll remember, zoomed, skipped, and shattered their way across the bay last year, leaving many a chase boat in their wake.

Latest reports from the Australian paper indicate that seven of the 18's will be coming to the United States, lead by Ian Murray, five-time World Champ, and winner of the Open Worlds last year with *Color 7*.

Now the Aussies are gambling sorts and solicitor Peter Sorensen, an 18 skipper himself, figures that a little side betting would liven up the American trip. To that end he's put up \$10,000 that there's not a "Yank" with a boat under 50-ft. that can beat *Color 7* in a three-race triangle series. Other Aussies figured it was a pretty good proposition, and have put up another 10 kay-kay to raise the stakes to \$20 thou.

Sorensen is confident. "I don't think there's much risk," he says. Skipper Murray

calling

If you have a catamaran — any catamaran — you'll want to be in Monterey July 9-12 for the Monterey Invitational Multihull Classic. The classic usually brings about two hundred cats to Monterey from all over the United States and Canada, including Toronados, 18 Sq. Meters, Hobies, Nacra 5.2's, Darts, Seasprays, G Cats, Freestyle 474's, Prindles, Super Cats, Pacific Cats,

first friday

The Berkeley YC's 'First Friday Flicks' for June feature the "Big Boat Series 1980" in which a lot of you folks can watch yourselves perform, plus the 1977 Hobie North

for jam???

is sure of his chances, too; "We feel it's money for jam if we can find someone in the U.S. prepared to back up one of their boats." Money for jam?

Gambling is nothing new for 18's; the ferries follow them around Sydney harbor so as to keep the betting current and to follow the results. And even at the Open Worlds there's cash; last year Coors had prize money for the winning boats each day, and for the series. They'll be doing it again this year.

We Yanks didn't do so well in the 18 Opens last year, but with another year of getting familiar with the boats and some new blood the locals should fare better than last time. In particular we'll be keeping our eye on Pakhtun Shah, who spent last summer in Sydney.

Folks, this is a great spectator sport, and we'd suggest you mark the San Francisco dates on your calendars to catch some of the action. We'll recommend some observation points on land next month, because you'll not be able to keep up with the action from your boat.

all cats

and Sol Cats, not to mention various other class cats and cruising cats.

Races will be triangle courses off Cannery Row; sailing conditions are reputed to be ideal. The event is organized by the Monterey Multihull Racing Association and Hobie Fleet 222; it is sponsored by O'Neill, Inc.

For complete details, call Colin Filshie, race director at (408) 372-4271.

flicks at byc

Americans which were held on San Francisco Bay.

For more information and dinner and flick reservations, call Chris Kafitz at 524-9655.



self-sufficient

See the folks above? They're aground. It's no big deal, about 750,000 bay area sailors will go aground this summer, maybe more if lots of people head up the Delta for summer fun.

Experienced mudders ourselves, we'd like to offer you the same suggestions we gave to these folks as we pulled them off.

Our first suggestion is to turn off your engine if you're really hard aground. Unless you've got a giant engine and powerful prop, it isn't going to do diddley — except suck up mud and overheat.

Our second suggestion is that you get everyone, and we mean everyone, off the centerline of the boat and hanging their buns off of one side. Actually it's best if you get them hiking out over the side from the shrouds or lifelines. If you've got some macho guys who want to show off for the ladies, you might start sliding them out the end of the boom. For a little more help, you might go down below and transfer all moveables to the side of the boat everyone is hanging off.

If you do all this and hoist sail, you're doing about all you can without having to resort to more sophisticated stuff like kedging off with an anchor and spinnaker halyard. We know this isn't the last word in getting off, but maybe it will motivate a few of the folks who don't even try to be more self-sufficient.

However, if you ever see us aground, quickly motor over as close as possible and toss us a line to pull us free. Naturally we'd like to take our own advice and become self-sufficient, but we've got an important deadline and have to hurry back to the office and get to work. O.K.?

20-20 hindsight

Nothing makes common sense more visible than when it's not followed. Sunday, April 26, was a good example off Santa Cruz. Six people went sailing on a Clipper 21 called *Windshadow*. In calm waters they might have been okay, but in the five to six foot Santa Cruz seas, they capsized around 4 p.m. At 11 p.m. the owner's wife called the Coast Guard, who sent out a rescue boat at first light. A fishing boat spotted the upturned fiberglass hull six miles south of Soquel Point.

con't. on next sightings page

SIGHTINGS

hindsight - con't

The owner and one other crewmember were clinging to the craft. They reported three of their friends had disappeared when the boat flipped. One managed to hold on for a while but then slipped away. The Coast Guard reports there were lifejackets onboard, but no one had donned them before the capsized.

Big boats can run into trouble, too. Just five days before *Windshadow* capsized, the 60-ft. *Naiad*, on her way north from San Diego to San Francisco, needed to be rescued off Point Sur. In 25 knots of wind with 8 to 12 foot seas the vessel had split a seam in her hull and was taking on one hundred gallons of water an hour. Those aboard, Louise Rathbun, and three fellows who are normally crewmembers of the San Francisco based CG cutter *Midgett*, John Rathbun, Gary Murphy, and Paul Bissonette, were only able to "dewater" fifty gallons an hour.

Their Coast Guard buddies quickly swung into action, deploying a motor lifeboat, a C130 aircraft, the 82-ft. *Point Barrow*, and a 52A helicopter. The C130 spotted the *Naiad* and dropped a pump, and she was eventually towed into Monterey.

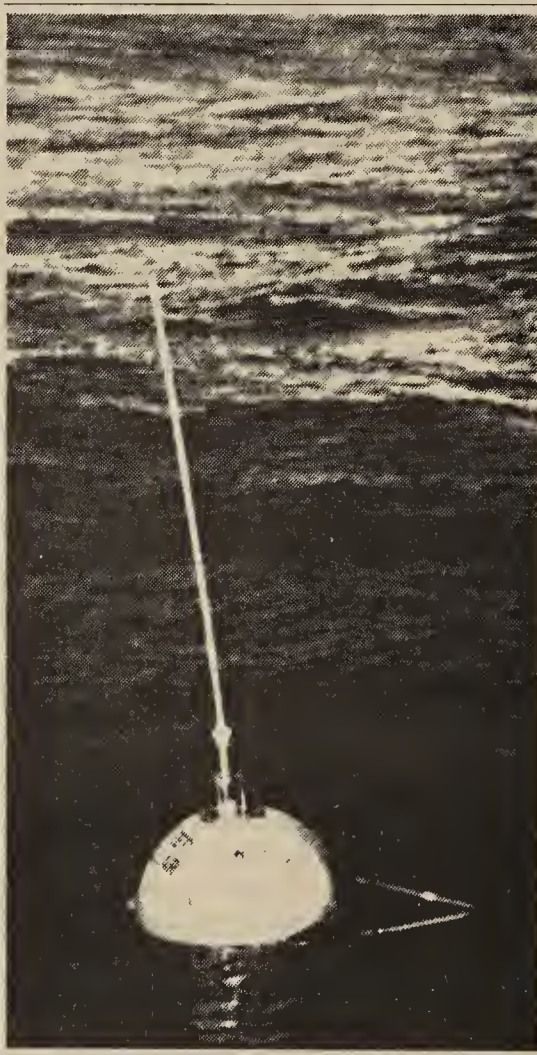
Opening Day featured it's share of near sinkings, including one boat that began taking on water after they tangled their prop shaft in the anchor chain. But there's nothing newsworthy about that.



no, they've got nothing to do with oil drilling

If you've been listening to national Weather Service broadcasts lately, then you've probably heard the up-to-the-minute reports on information from wave gauges along the coast. This information is furnished by the Coastal Data Information Program, a cooperative study of the Corps of Engineers and the California Department of Boating and Waterways.

Fisherman and recreational boaters have found the broadcasts about wave conditions valuable for navigational safety. Search and rescue units, as well as other emergency personnel, may also depend on the statistics, which provide accurate data on wave heights, periods, and in some case the directional characteristics of wind waves.



The wave data are collected by buoys and pressure gauges then transmitted to shore. "Waverider" buoys measure the height and period of offshore waves. The buoys are easily identified — they're bright orange and white, about three-ft. in diameter, and include an antenna and a yellow strobe-light. "Pressure transducer" gauges are also used to generate the wave information. The transducers are bottom-mounted in shallower water near shore.

Besides being useful to boaters for navigational safety, the wave data are proving to be invaluable for coastal engineering studies of shore protection, harbor siting, dredging operations, and jetty stabilization. The system currently includes special studies tak-



champion of champions

ing place at both Mission Bay and Noyo Harbor to determine harbor surge characteristics.

Since many ocean-oriented people rely on the accuracy of these reports, please do not tamper with the waveride buoys. Don't pick them up; don't tie up to them, or cut them loose. They may look like they're drifting free, but they're anchored 100 fathoms down. Replacement costs are high.

Buoy and gauge locations near the bay are indicated on the chart. Coordinates are also provided for all the locations along the California coast where the wave statistics are likely to be broadcast over the National Weather Service channels.

— doug pirie

Each year for the last 12, the HDA (Handicap Divisions Association) of the Yacht Racing Association has held a Champion of Champions Regatta. The format is simple, take the winners of each one-design class and have them battle it out in a two-day, five race series for the Champion of HDA. In previous years the boats sailed using a handicapping system unique to the Champion of Champions; this year they used PHRF ratings.

Since there were 34 one-design classes last year, there were that many entries eligible, and a record 31 champs showed up for the regatta. As you might well imagine, one-design class champions are a talented group, used to winning. The racing was aggressive, with two and three boats over early at most starts. But a credit to all the champs, sportsmanship was excellent and not one protest went to the committee.

With so many entries and only one throwout, consistency was an absolute necessity, and no one was more consistent than Tartan 10 champion Evan Daily in his *Sportin' Life*. Evan started well with three second-place finishes, and got better with two firsts to wrap it up with 5½ points. Longtime Excalibur sailor Ray Mann had a fourteenth in the first race but got back on track to take second with 11-3/4 points in *Howlin' Owl*. Islander 36 champ Charles Winton was third in *Chimo* with 13-3/4 points.

OUT OF MY MIND



Lust is the source of all troubles

Insanity. Yes "Insanity is a proper word. Irving Stone in his great book, *Sailor on Horseback*, Jack London's biography, wrote that when young London, working hard as a beginning writer found that sometimes after several hours of searching for a proper word and finding it he experienced kind of shock — shock of excitement. I got same shock of pleasure from title of Stephen James' story about home-built boats. "INSANITY". Even Jack London wouldn't be able to find better description about such idea. Insanity . . .

Insanity, madness, paranoia, imbecility or even worse. Of course people building, or just trying to build (more often case) *Intrepid* or *Third Turtle* in backyard (50 x 20 feet) are crazy, unenlightened, out of mind or even worse. And I was one of them, at least in a way. So Urbanczyk (or Urbanyzyk as *Latitude 38* try to promote my name), is going to increase the list of his enemies. This time he is offending boat-in-the-kit producers. Yes! and I am doing this with pleasure.

Tage Voss, absolutely charming writer and doctor from remote Baltic Sea island Christianso, is a master of sea-stories. In his short masterpiece *Anytsyrk* (please read from end), he serves us such yarn. In office during medical examination of a lovely baby, the physician looks at her nice mother, Eve, and is trying to recall from his memory where Eve is known to him. Yes! Sure, several years ago Eve and her fiance, Gosta, sold to the doctor a lovely boat to earn money for an ambitious project, to build 40 footer (steel and oak) and sail around the world. They work hard welding, sanding, bending, polishing, their time and youth running out.

"How was your round the world trip? How is *Anytsyrk*?" asked the doctor of the young mother looking at new breed of sea wolf. "Trip? Boat? I do not even know if Gosta finished her," said Eve. "I have not saw him for long time. My husband," she married another, "and I do not care too much about sailing."

When the physician visited Gosta, the ex-fiance looked tired with crow's foot on his face, thinned hair and gray, old eyes. And

the *Anytsyrk*? Well, the *Anytsyrk* was rusted in the yard still very, very far from launching.

In the small community where I am living each day I can see several *Anytsyrks* looking sad from their nests in backyards. Their bows dreaming about Horns, Tahitis, and Capetowns; they are waiting for stays, anchors and pulpits. For years, waiting for many years. As the ancient yoga principles said "Lust is a source of all troubles." And probably nowhere this sentence is more applicable than in the area of home-built boats.

As I said, I was one who contracted this incurable disease — at least in a way. The year was 1960. Year of beautiful weather and wild ideas. After graduation from Technical University in Gdansk, Poland all my friends started their careers in laboratories, big factories, in government projects. Not me!

Instead, to create rainbow of socialism, I decided to build a boat. My own! To be truthful, my dream was partly made, "Made in England"; she was a lifeboat from commercial freighter dragged during her life all over all seas of the world. Dragged almost to death.

When my love could not meet safety standards anymore, she was thrown away from her ship like an aborted embryo (on government expences?) and offered for sale. I met her in now world-famous Lenin's Shipyard, (staying as far from politics as possible; fame is not necessary for ship building). She was 25-ft. double-ender, seasharp, seaworthy, beautiful, a living miracle, and more, more, more.

I spent all my savings earned from publishers in many countries and proudly painted my name on her oak as a mark of ownership. I gave the last 100 zloty ("the golden one" — Polish currency) to an old semi-blind and semi-dumb guard: "Father, you see there are some pieces in my boat — sea anchor, bilge pump, old sails. I will be glad if, tomorrow, when I will load this beauty on

OUT OF MY MONEY

truck, not only all these belongings will stay inside, but even she shall have more chat-tels." "Yes, Sir," replied the old man, "there are lots of boats around." As we see my new friend had probably good hearing and excellent vision.

I felt like big boss when the shipyard crane lifted my love like a feather and placed on a rented truck. To save cost we shared truck with another wise guy who also bought wrecked lifeboat. This smaller junk, we loaded into my gem.

Honking and roaring we made one hundred miles to my home in small harbor, Leba. Yes, as you guessed, to the backyard. Almost half community came when, because of mobile crane failure, we tried to unload double-loaded truck. After an hour, I was almost crazy looking once at the huge unmobile mass of two boats and once at the fast running meter indicating still more and more zloty ("golden ones").

Finally the driver agreed to stop the meter after he was placed in the best restaurant (town had only one). And both us lucky boat owners started our honeymoons borrowing all softwares from the whole community. From old pillows, teddy bears, to automobile tires and bundles of straw. We connected the boat's hooks (lifeboats have two fantastic hooks for launching) to the nearest cherry tree using wireropes, while the driver, after endless shots of Vodka (vodka means "lovely water") pushed accelerator to the end.

What happened was a treat for all spectators and proof of Albert Einstein's statement that objects, if speed is significant, contracts. Speed was probably so big that contraction together of two boats was complete. See, please Fig. 2. The 23 footer was absolutely pressed into the 25 footer (her benches as her chatters were broken) and after we paid the skyrocket truck fee we started conversation. It sounded like this:

Andrew: "Please take your f----- junk out from my boat!"

Tomasz: "Please let release my boat so I can take her out from your f----- junk!"

For which I replied in my native Russian: "O'b wasch mat."

But both wishes were out of question. The broken benches of the big boat blocked the smaller boat like latches. And here were no knobs to turn "latches" back.

Finally we both ended this eventful day in best restaurant of town, ending here our man-to-man talk and sinking troubles in oceans of "45% potato solution". The future

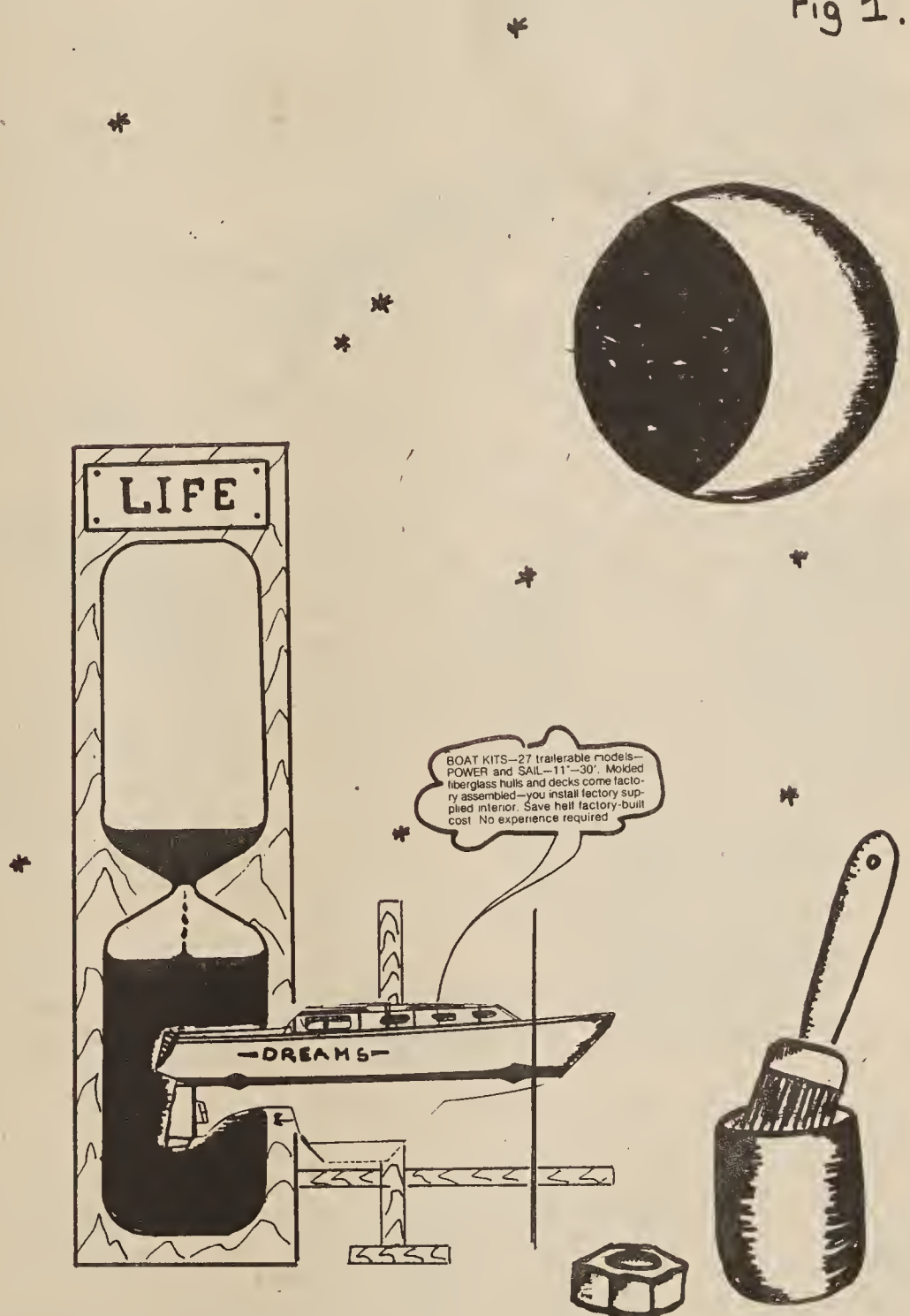
was promising and south seas amazing when we crawled out, having stars as friends and winds as mistresses.

Even today, twenty years after, it is hard to remember those months; hand-saw and hand-drill. No power tools. Hand-made bolts, home-made joints. Endless hours of work, endless hours of frustration. Rain when you start to paint; snow when you start

to sand. Expences, errors, vandalism. And enlightened that to rebuild the boat is probably harder challenge than to build new one. Girls come and gone, money only gone. And then the worst, an article in German *Die Yacht* magazine reported of someone who made similar mistake.

On New Year night, when whole East Europe from Ural to the Wall is happy,

Fig 1.



OUT OF MY MIND

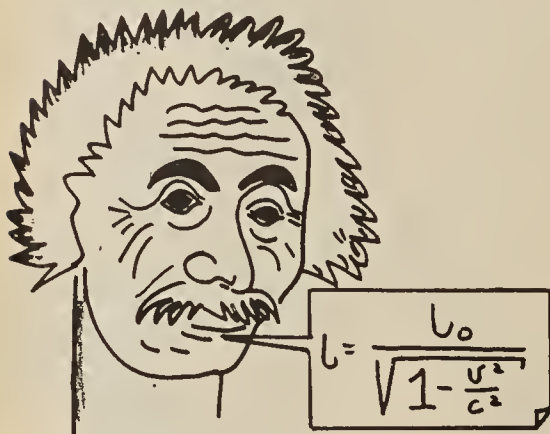
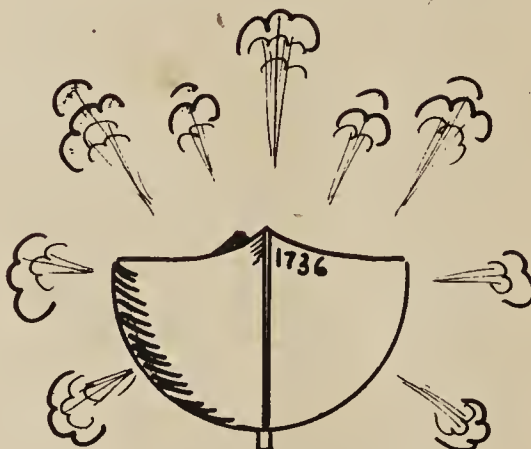
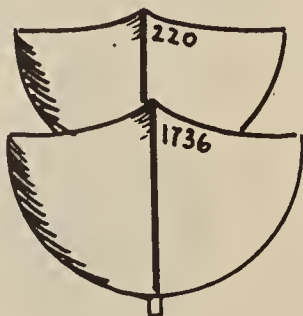


Fig 2.

A.



drunk, horny, rich and more, I was sitting in my little room alone listening to firecrackers explosion and roaring of happy fishermen. With first pale hours of New Years I wrote in my Log Book (it still exists):

"The idea to rebuild lifeboat was wrong. There is no way to convert lifeboat to cruiser. And for this reason this work will be finished regardless of costs and expences . . ."

After one year of exile I returned to civilization. I got job, I relaxed in a rock climbing camp, I bought pair of jeans (sign of high

side the hull, reducing space and increasing safety. I placed berths, storage places, all utilities, and one day I placed this ad:

Fantastic seaworthy sailboat for sale. Rebuilt famous lifeboat which logged million sea miles (on her freighter). Sturdy and sharp. Spare sails, equipment, etc., etc. Call 41 88 87 Nights.

I sold my love, still a virgin, almost im-

"... the idea to rebuild a lifeboat is wrong. And for this reason work will be finished regardless of cost . . ."

standard), I started to write a new book.

Spending a lot of money I built mast and rudder. Lenin Shipyard workers produced for us fantastic hardware (and they did not strike!). I placed four floating chambers in-

mediately, never sailing her even one inch. And I hoped that after one error I found my way to resolve my mistake.

But regardless of all, in a way I am proud of my work, of hand-made bolts, of mile-

long cuts with hand-saw, of enormous stress I was able to take and survive. For this reason I can't blame all those guys wasting their life in backyards as much as I had. If they are lucky they still can, as I did, take out almost all money they spend (labor is rather free in this case).

I think now (after almost quarter of century), that the whole problem is what's our motivation. If we are building to save money we are absolutely wrong. Regardless that man can build almost everything at home — bicycle, watch, electronic device, automobile, another human being, even spacecraft (as well as known man in our area); the question is how much it will cost. Is it not better to buy ball-point pen (25¢) than produce (probably \$25,000 for the first piece).

If somebody will blame home-builder: "I can buy cheaper" we can't argue. But he can't argue when we state "This is hand-made boat". "I did this with my own hands". "You could have cheaper boat — but you can't build her yourself!" Fig. 1.

Harry Pidgeon, a great unknown American singlehander, built his *Islander* himself. Also *Legh*, *Seven Vents* and many other superfamous boats were home-made before their builder sailed them around the world to fame.

Today our industrialized times with hundreds boats available in all types, dimensions, it is queers to build boat in backyard. Certainly boat kits sound very impressive if you believe that the price of hull plus price of deck is equal the price of the whole boat. Really both listed above belongings are probably about 50% off material price and 25% off total cost, including labor.

But, but, but . . . Against all skeptic and caustic remarks it is something great in the idea of building your boat. And regardless all previous, mostly sad, experiences, many enthusiasts will start in this and in the next years. Some of them will resign after year, some after ten years. Some of them will even finish their work. To all of them my best wishes and my highest respect. Regardless they are building from wood or fiberglass — they are man from steel. And I really know what I am talking about!!!

P.S. — Rebuilt lifeboats are not so bad vessels as it may look. Ten years after my backyard-beauty adventure I did ocean sailing in rebuilt open lifeboat. With trade wind she was rolling like sputnick. But this is another boat and another story . . .

— andrew urbanczyk

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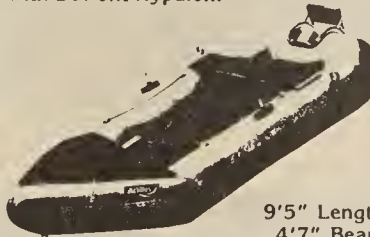
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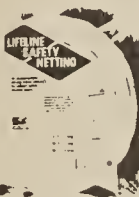
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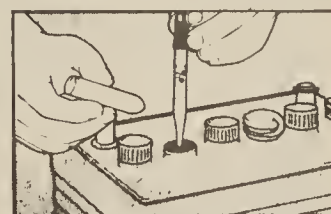
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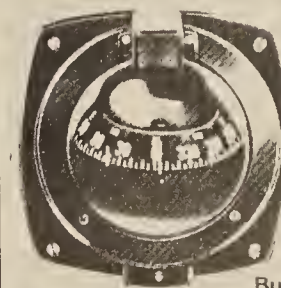
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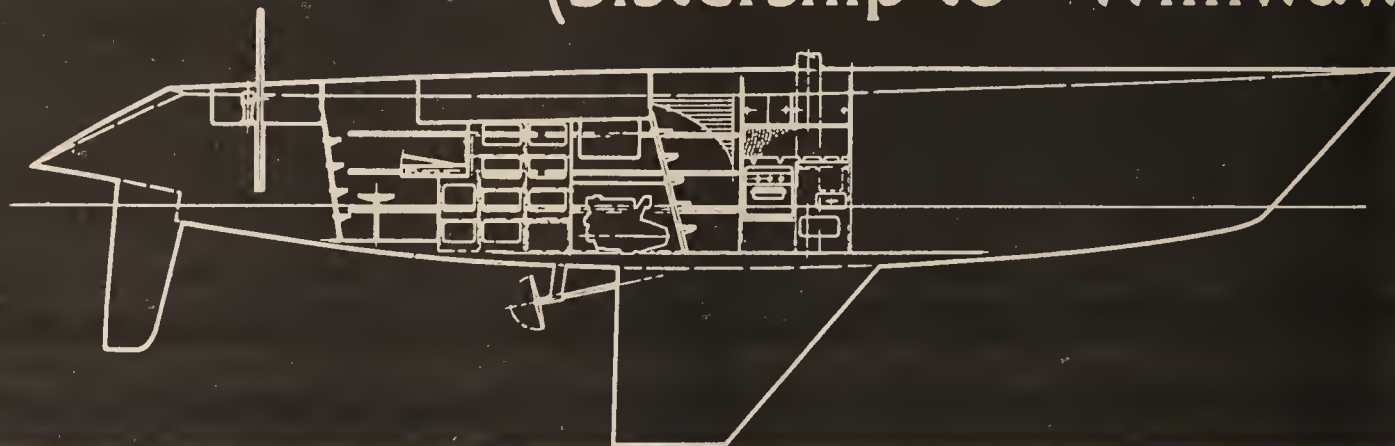


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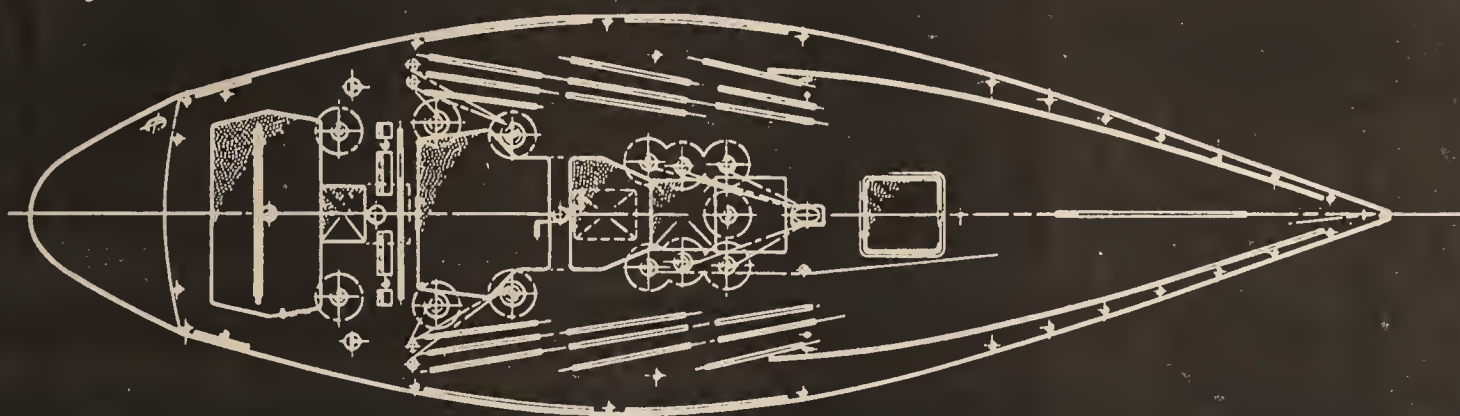
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ONE HUNDRED AND FIVE

Last February 1, Diana Talley and Paul Svornich left on a three-week vacation to "get some sunshine and look at boats."

On August 26, they sailed into the Straits of Juan de Fuca after 105 days at sea. Diana, dressed in layers of wool blankets, joined Paul, who was wearing a pair of long underwear, in eating their last food — an onion from Panama.

Spending time on the water is not a new experience for Paul and Diana. Fishing runs in the blood of the Svornich men; Paul had been fishing since he was thirteen. Now, at the age of 25, he has had several offshore sailing experiences.

A couple of years ago, Diana bought a fishing boat, the *Ruby Jean*, and anchored her in the middle of Eagle Harbor. One of her closest neighbors is a little floating cabin — Paul's home. After the two met, Diana had her first taste of sailing, and quickly came to share Paul's dream of living from the sea.

It's not hard to see that the union works well.

"Paul taught me how to dream and fantasize," says Diana. "We would sit on the houseboat at night and talk about all the things we wanted to do. I guess I'm a little more solid than Paul; I think I help make the dreams reality."

So when the two left on a whistle-stop airline tour of the Bahamas and the Caribbean, they didn't rule out the possibility of making the trip home by boat.

"We knew we wanted to make a long passage," says Diana. "We had talked about what we'd need and what we'd learn, so we were prepared mentally. We just didn't expect it to happen so soon."

Paul and Diana were not looking for a yacht. They had their eyes on a Bahamian sloop, a solidly-built wooden workboat. While in that country, they watched one of the finest craftsmen of the boats at work and became convinced of the vessels merit.

On a tip, they decided to go to Belize (British Honduras) to see similar boats of that country. Handmade with machetes, these vessels are for fishermen. Smaller than most



Above — Paul passing time with a feathered friend. Below — Diana, who didn't want to give up the voyage for anything.

cruising yachts, they rarely have the comforts of standing headroom bunks, cooking facilities or marine heads. Most of the below-deck space must be used as a fish hold — comfort becomes a luxury.

Paul and Diana, accustomed to living without the conveniences of electricity, running water, and extra space, found the worker's boat practicality appealing, and decided they could convert the Belize sloop to a Puget Sound fishing boat.

"We crawled through the bilge of every boat the wasn't out fishing," laughs Diana. "We took our time and found the right boat."

What they found was "*Isela*", or *Izzie*, as Diana calls her — a Belize sloop named for

the daughter of the boat's first owner. She needed some work, but Paul and Diana figured she was worth the \$5,000 asking price.

With a local shipwright's help, they fixed decks, corked seams, painted the bottom; and converted the forward fish hold into a rough bunk.

For navigation, some friends supplied the compass, Diana bought a "funky sextant" from a passing yacht, and they added an AM-FM receiver with two short-wave bands.

All Photos by Cathy Stevenson



says.)

In addition to some charts, a friend had sketched a map of Panama, the first landfall, on the back of a napkin.

"We used it when we came in," says Paul, "but we had some trouble with it."

The trip from Belize to Panama was estimated to take two to three weeks; Diana bought three weeks worth of food.

The couple also bought a pressure cooker in Belize — something which may have sav-



The compass would give direction, the sextant would be used for celestial navigation, and the radio would provide universal Greenwich time to determine longitude.

A liferaft was also purchased in Belize.

"A local fisherman had found it at sea with nine people hanging off of it," says Paul. "We figured it had some good luck attached to it."

The nine people were barely alive, added Paul, but Diana felt more comfortable for its presence. ("We also had one lifejacket," she

ed their lives later on.

With these provisions, they left Belize and "took the route of Christopher Columbus" to Panama. The long trip from Panama home was in their minds, and they figured this short passage would be the easiest of the adventure.

They were wrong.

The first day out, *Isela* hit 30-knot winds and 10-ft. waves. The blow was constant — it lasted for three weeks.

"I was so ignorant and naive, I didn't really care," recalls Diana. "But it was really rough physically. We didn't even have time to brush our teeth. It was so rough, we didn't feel like eating. I think we got one good night's sleep."

Diana's experience as a seamstress came in handy. The forward sail, the jib, proved too weak and old for the blow, and Diana was kept busy mending the constant tears. While *Isela* pounded into the waves, Diana held on at the bow with needle and thread.

As hard as the passage was, Paul and Diana felt better about *Isela*.

"It was a good test for the boat," says Paul.

It was also a good test for Paul and Diana, who learned to keep one another's spirits up during the crossing. The worst weather was over, but the physical, mental and emotional trials to come would demand that teamwork and harmony over and over again.

Isela is now in service as a fishing boat in Puget Sound.



Perhaps she's not your ideal cruising boat, but she got the job done.

Paul and Diana used an outboard engine to get through the Panama Canal. That was the only time power was used during their trip. The motor was kept lashed to the deck, and Diana kept Paul from throwing the unreliable machine overboard.

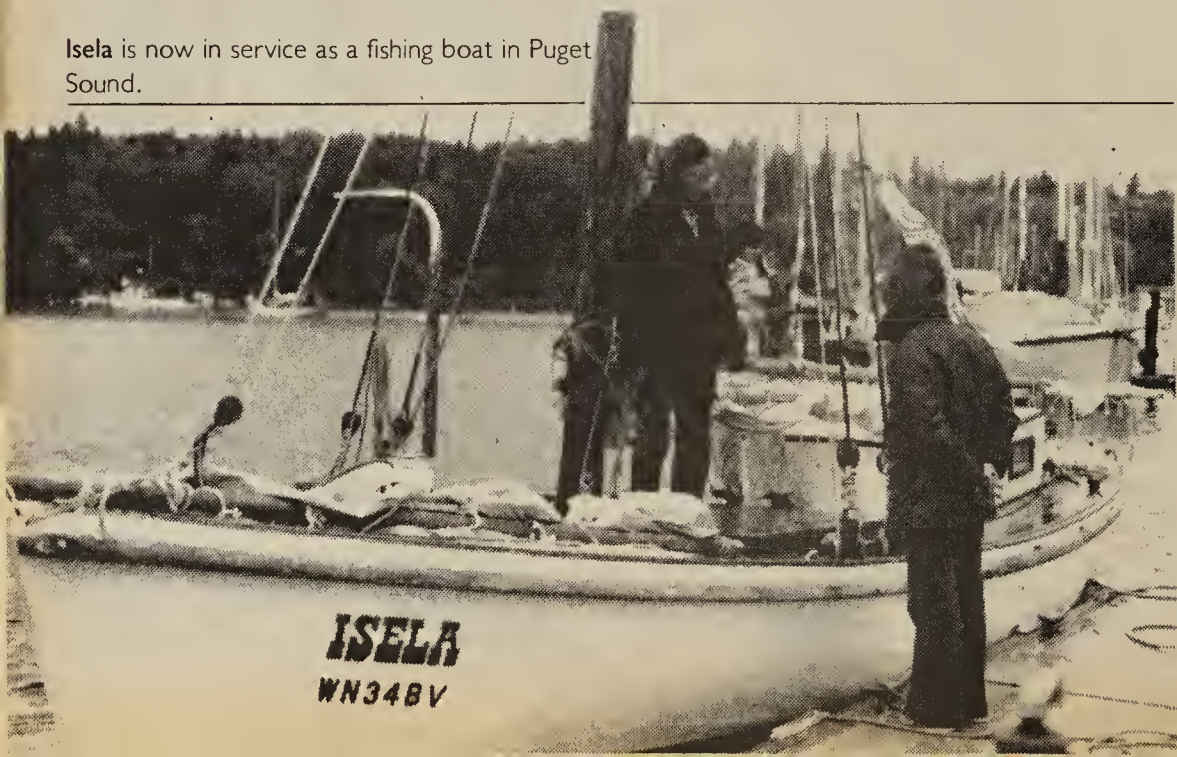
In Panama, a new jib was made and minor

re-rigging work done. The trip home was estimated at two to three months; again, Diana loaded *Isela* with food. Nearly seventy-gallons of water was taken aboard — they figured on drinking one quart per person per day. More navigation charts were purchased, plus some foul-weather gear.

Isela left Panama with sights set for home, but one hundred-fifty miles offshore, Paul and Diana turned back. The boat's hull had just been painted, and already there was a thick growth covering the bottom.

"It looked like worms but we couldn't really tell," says Diana.

If it had been worms, there was a chance the boat would be eaten to shreds by the time *Isela* was far out to sea, so the decision was made to return to Panama. On the way



ONE HUNDRED AND FIVE



knew where we were by the latitude, so we just dead reckoned."

The currents and the rip tides in the Bay of Panama make navigation very difficult, so when Diana spotted Malpelo Island one morning, it was good news. Navigation was worked backwards, and *Isela* continued south by dead reckoning — towards the tradewinds.

Paul and Diana kept track of their mileage, direction and the rest was an "educated guess".

Twenty-eight days after the radio broke down, Diana was up on deck singing one of her favorite songs from a musical.

"I thought there had to be some better music," laughs Paul, "so I turned on the radio. It worked."

They were only fifty-five miles off course — "real good," says Paul.

Then came the Big Leak.

For some unknown reason, *Isela* began taking on water. For five straight days, Paul and Diana bailed 800-900 gallons of water a day from *Isela's* bilge — with buckets.

"We couldn't sleep," says Diana. "We'd take turns bailing, each about seven to ten minutes every hour."

It was the lowest part of the trip for Paul, who thought the boat might be breaking up.

"We thought she might be twisting apart," he says.

Even though Paul was discouraged, he did not want to turn back again. They both knew the trip would be over if they were forced to return to Panama again.

"I didn't want to go back, but I wasn't sure about Diana," says Paul. "Then one day she said the second to the last thing she wanted to do was drown at sea, but the last thing was to go back to Panama. Then I knew she felt the same way."

One day, Paul heard a hissing noise in the bilge. He found the leak, dove overboard and fixed it with a butterknife.

Between the northeast and southeast tradewinds, *Isela* fell into the doldrums — there was no wind for ten days.

"I think the hardest part of the trip was when there was no wind," says Diana. "The

hardest thing at sea is a blank mind. That's when your fantasies and fears creep in."

To fill their days, Diana sketched fantasy restaurants, houses, camper trucks. Every measurement was figured out to the inch; every detail thought of, changed, and changed again. In their dreams, Paul and Diana opened many restaurants and lived in many houses.

Paul learned to make bread in a can with the pressure cooker. His concoctions of flour and water added laughter and discovery to

Kashmira Marina — a woman from the sea whose presence commands peace and harmony.



the long days.

Isela emerged from the doldrums, and for a while, Paul and Diana were right on schedule, making their way north in good time. They had been at sea for over two months, and figured they would be home in two weeks — the food and water supply would last until then.

back, a piece of the rudder broke, which made returning even more of a necessity.

Isela was beached, and Paul and Diana scraped the bottom and painted in the surf and the rain. The rudder was repaired, and a week later, the departure from Panama was made again. On a Thursday, evening, *Isela* left Taboga Island.

"As we left, we looked up and saw a cross standing on a hill," says Diana. "It was an incredible moment. We said a couple of heavy prayers to God."

Five days out from Taboga Island, *Isela's* radio broke.

Diana had brought with her a small electric watch, but the couple wasn't sure how well it kept time. A few seconds of error could result in many miles of altered course.

"We watched it and guessed it lost about twelve seconds a day," says Diana. "We

ONE HUNDRED AND FIVE

“We'd say, 'let's celebrate next Friday and make it Pineapple Day!' Then it was a big decision: shall we have it crushed or sliced?”

And then, the little sloop hit another high pressure area in the North Pacific, and was becalmed again.

This time, the endless days of drifting became life-threatening.

The food supply was shrinking, and water getting low.

Paul and Diana decided to ration their remaining food and water supply. They quit cooking altogether, because things like rice took too much water.

Isela was nearly 1,000-miles offshore, and drifting farther. Some days, the little boat would catch some wind and travel fifty-miles. Other days, she would drift fifteen-miles back south.

Fish became an important food supply — the staple.

“It was great when we'd catch fish,” says Diana. “We'd eat fish for two weeks, and then nothing for two weeks.”

With no engine, there was nothing to do but wait. The high could last for days, weeks, or months. With no motion there was nothing to mark one day from the next.

“We thought a lot,” says Diana. “It's hard to explain, but there was nothing that existed besides our thoughts. We completely relived our entire lives two or three times.”

“My head was so clear that I remembered experiences from when I was two-years old,” says Paul.

Together, Paul and Diana remembered their childhoods, talked about dreams, and lived in their fantasies for three weeks. Small events became major mileposts in time; a piece of styrofoam drifting by caused a stir on the boat.

“We'd say, 'hey, let's open a can of pineapple next Friday,’” recalls Diana. “Let's celebrate next Friday and make it Pineapple Day!’ Then it was a big decision; shall we have crushed or sliced? We talked about it and looked forward to it and finally

decided on crushed. When we went to open it, the can had rusted through and it was ruined. You can't imagine how disappointing that was. So we decided to open the other can. After all, it was Pineapple Friday.”

Inactivity made the couple weak. Diana was losing weight rapidly, which added to her lethargy. It was Paul, she says, who kept active, and kept her going.

“We really knew we were going to be OK,” she says. “You can live for a long time without food as long as you have liquids.”

One day, Paul discovered he could pressure-cook sea water, hook up a plastic tube, and collect fresh water from the condensation. With this process, they made a gallon of fresh water every four hours.

Although still caught in the high, that event marked the turning point of their trip. They were, Paul and Diana sensed, going to make it.

They emerged from the high to greet 40 to 50 knots winds. Inactive days were replaced with constant work and little sleep. Huge waves crashed over the *Isela's* bow, and the swells picked up the little boat and dumped her violently into troughs.

The gale lasted three days; by this time Paul and Diana were weak and exhausted. A freighter came within 1,000 feet of *Isela*, but the couple resisted asking for assistance.

On August 20, the water changed from a deep blue to green; for the first time in ninety-nine days, Paul and Diana saw land. Instantly the wind died, and it took six days to inch slowly towards the Straits.

When they finally saw Port Angeles, Paul and Diana had one can of tomato paste, some rice and an onion left onboard. Water sloshed around below; there was almost no dry spot left to sleep, and few dry

clothes. A sports fisherman came by, and the couple delivered to him a letter to Paul's parents, telling the family they were going to make it.

By now, Paul and Diana could literally smell land. The lush green growth filled them with a sense of joy — they celebrated and ate the onion.

While coming through the Straits, the United States Coast Guard came out to meet *Isela*. Paul and Diana were overwhelmed with the prospect of talking to someone. They laughed, screamed, waved their arms.

The Coast Guard, however, was not quite so friendly. Crew members informed *Isela* they were boarding the boat — with guns.

“They said they were checking for minimum federal requirements, like lights and stuff,” laughs Paul.

“We told them we didn't use drugs,” says Diana, who claims she went right on with her friendly babble as the Coast Guard searched their vessel.

Actually, says Paul, they were “really rude”, and did not even offer assistance through the Straits.

Paul and Diana made their own way to Port Townsend, where they stepped off the boat for the first time in one hundred-six days. There to greet them, coincidentally, was Bainbridge Islander Ron Keys.

Keys took Paul and Diana out to dinner. As they left the restaurant, Diana saw some coffee.

“I thought about what it would be like to drink some coffee the next morning, but then I decided to wait until I got home to have some really good coffee,” says Diana.

The next morning, Diana popped her head out the hatch, and there on the deck was a thermos of fresh-ground, steaming hot coffee.

“We knew Ron had left it there but he wasn't around,” she says. “That was one of the most touching things that anyone has ever done for me.”

Neither Diana nor Paul will soon forget that you should always plan for the worst. Their trip home from Port Townsend took them three days longer than they had anticipated; they ran out of food again, this time for three days.

When *Isela* finally sailed into Eagle Harbor, Diana had lost thirty pounds; Paul, ten.

They had their fears at sea — freighters ramming the little boat, whales tipping her over out at sea, and the biggest, that one of them would be lost overboard, leaving the other alone — but it was their fantasies and dreams that kept Diana and Paul afloat, and alive.

When there was nothing to do, they built houses, and when there was nothing to eat, Diana dreamed of cucumbers and Paul peach kefir. They both longed for the day when they would see Paul's parents again. And Paul thought of his workshop.

Now that they're back, time at sea has slowed them down, they say.

"Life seems richer," says Paul. "It's not that it's any different than before, it's just that I notice everything."

The important thing, say Paul and Diana,

is that they did it. The strokes of fate, the hunger, the weakness — well, that's just a part of being at sea.

"The ocean was just keeping us out there as long as she could without really threatening our survival," says Paul. "She just wanted to show us that we really don't have any control over her."

— cathy stevenson

What happens to folks after a trip like that? Cathy Stevenson provided us with the update:

Paul and Diana have once again taken up residence on their Bainbridge Island houseboat, and are busy fishing Puget Sound waters aboard *Isela*. "The whole purpose of our trip was to bring a sailboat back that we could use for fishing," says Diana. "It's really economical — even when we motor the whole time, we only use about \$5

worth of gas each trip." Paul, who used to work on commercial fishing boats, "got tired of the competitive atmosphere, the greed and the awful engines. He used to come home with headaches," says Diana. "Fishing under sail is much more peaceful." One day of fishing per week supports the couple, who sell rock cod in Seattle's Chinatown, and easily dispose of the rest on the island.

Isela wasn't the only thing Paul and Diana brought back from their trip; while in those lusty tradewinds, Diana conceived a child, born March 9. Kashmiri Marina ("a woman from the sea whose presense commands peace and harmony") goes along on the fishing trips, and according to Diana, "loves being aboard the boat." As for being pregnant at sea, Diana says "the sickness was a small price to pay for all the peaceful time I had to think and prepare myself for my next great adventure — having a baby."

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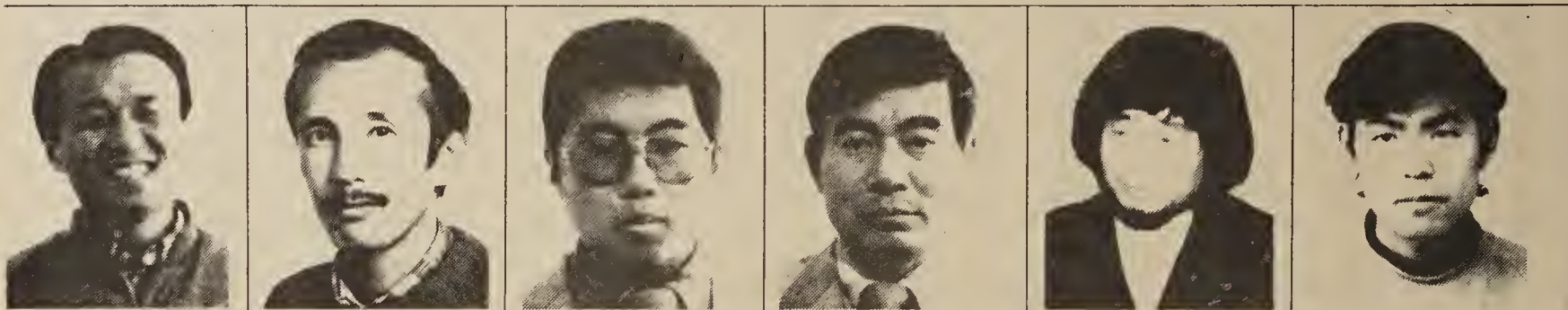
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Taiyo
11.2 meters
Sawachi Custom

Gozo Okada
36
Tasaki Pearl of Tida
10.5 meters
U-Boat 35

Yoichi Higashiyama
18
charter
9.00 meters
IMP 30

Tadashi Kato
40
charter

Masato Hatanaka
45
Parthenos
11.6 meters
Hatanaka - custom

Senji Kohmoto
32
Harumi
10.0 meters

Consider sailing alone for 5,500-miles, racing against a dozen other solo stalwarts. Sounds pretty grueling. But for five of the entries in the upcoming San Francisco to Kobe, Japan race, that's just half of the

story. They're sailing from Japan to San Francisco *before* the race!

Three of the five are students of the sailing school run by Hiroshi Tozuka, who won the Solo TransPac in 1975. According to Mrs.

We've got a lot of admiration for Linda, who helps kids with learning disabilities in Fremont. We encourage our readers to contribute to her TransPac effort.

Hiroko Sugiyama, the S.F. representative for the Nippon Ocean Racing Club, Tozuka has carved out quite a niche for himself with his sailing school, and has had great success with teenagers and adults who have social adjustment problems (sounds like the Outward Bound School, which is great physical and mental therapy).

With preparations entering the final stages before the June 7 starting date, there are thirteen entries. All are Japanese with the exception of two-time race veteran Claus Hehner of Germany and hometown heroine Linda Weber-Rettie. Don Keenan has also made some noises about going, but at press time he wasn't an official entry.

The race is sponsored by the Kobe Port Island Exposition Association, and is part of a six-month celebration of the opening of the huge man-made Port Island, described as being big enough to hold "as many as one hundred and twenty ball parks." Kobe is near Osaka on the eastern end of Japan.

This will be the third singlehanded TransPac to Japan. The first was in 1969, consisting of five yachts with no Japanese participants. Eric Taberly, winner of the 1964 race across the Atlantic Ocean, won with a time of thirty-nine days. Taberly sailed a special downwind design and was so fast he got to the finish before the race committee had set up a watch for the finishers!

The second race ran in 1975. Five of the eight entrants were Japanese, including winner Hiroshi Tozuka, who sailed his *Wings of Yamaha* across in forty-one days. Also com-



SINGLEHANDED TRANSPAC

Some of Linda's competition.



Yoshiji Okamoto
36
Ray
11.40 meters
U-Boat 38



Toshio Kobayashi
34
Tetisu
11.40 meters
U-Boat 38



Mitsugu Sakaino
27
charter
10.17 meters
Yamaha 33



Katsuya Sakai
61
Naruto
8.25 meters
Vega



Yoshihide Oda
36
charter
10.00 meters
IOR 33



Claus Hehner

peting were Kenichi Horie, a hero in Japan after his solo transpacific voyage in 1962, and Noriko Kobayahsi, the first woman to take part in the race.

Co-organizers of the 1981 race along with the Nippon Ocean Racing Club are the Slocum Society and the San Francisco YC. They're all holding a SFYC members-only bash on June 5th, complete with press conference, a presentation and a spread of Japanese food, beer and sake. The NORC Commodore will be on hand, along with the Japanese consulate and none other than Senator Sam Hayakawa. Sorry, it's a closed event, but you can meander down to the SFYC dock and have a look-see at these intrepid voyagers and their craft.

As mentioned in last month's Sightings, Linda Weber-Rettie was seeking a sponsor, and we're glad to report she has one — Suntory, Inc., a Japanese liquor distillery with some products here in the U.S. Linda was still firming up the financial details when we talked to her. Suntory wanted all her sails, including the main and jibs to have blue and white stripes, the company colors. When she told them it would cost about \$12,000 to redo her present inventory, their enthusiasm waned a bit. She did have to change the name of her Yamaha 33, though, from *Rough and Rettie*, to *The Spirit of Suntory*.

Linda's barebone budget for the project was \$22,000, including sails (\$8,000), insurance, IOR certificate, ham radio, liferaft, a week's stay in Japan and air fare home. She still has to figure out how to get the boat



Linda blasting out toward the Farallones.

home to S.F., assuring us she didn't want to sail back!

With only five weeks to put her campaign together, Linda's really hustling. Several people have offered to work on the boat for her and the Ballena Bay YC is throwing a benefit auction for her on May 30. Linda's working on drawing up short term incorporation papers, so all donations will be tax-deductible. You can send checks to Rettie Singlehanded Transpacific, Inc., 323 Tideway Drive., Apt. D, Alameda, CA

94501 or phone 521-7172 to talk with her. The auction will be an open event, but she doesn't want to overload the Ballena Bay YC, so let her know if you plan to attend.

Linda's both excited and overwhelmed with all she has to do to get ready, including passing the FCC ham radio test and being able to send morse code at a rate of thirteen words per minute.

"I'll save my Japanese language books until the trip," she says. "I figure there'll be plenty of time to study them then."

— latitude 38 suc

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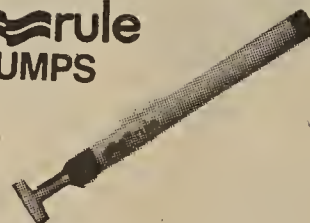


Fig. 708

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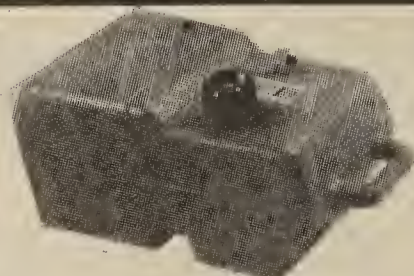
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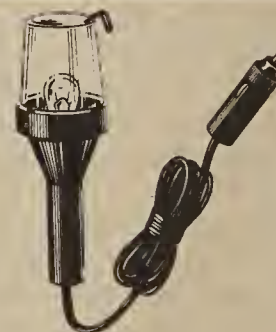
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PAN AM WINDSURFING

ALL PHOTOS BY LOUIS KRUK

Ain't got the many thousands it takes to enter your yacht in the Pan Am Clipper Series held on even-numbered years in Hawaii? Neither do we, and probably never

Backpacking out on the warm, blue Pacific.



will. But here's what you might want to do as an alternative; go out and purchase a windsurfer, become very proficient, and then enter the 1982 Pan Am Hawaiian Windsurfing World Cup Regatta. It costs about a grand or so to get into the game, so it's not the money that's going to be the problem, it's the skill.

In the firmament of boardsailing competition, there are two big international events for U.S. boardsailors. There is the Windsurfer Worlds, a one-design competition that was last held in the Bahamas and won by the appropriately named Ken Winner. The second is the Pan Am Hawaiian, which was also won by Winner.

The 1981 Pan Am Hawaiian was held March 20-29 at Kailua Bay on the island of Oahu, with activity headquarters being the Kalama Beach Club, a casual sort of native club on the shores of Kailua Bay. One hundred and forty-four entries representing sixteen different countries vied for honors in the competition, including entries from many European countries where boardsailing has come to rival sex in popularity. The U.S. had fifty-eight entries, but West Germany was strong with seventeen, Japan with twelve, and France with ten. Several women entered, but none made the finals.

In the exploding world of boardsailing there are three kinds of classes. There is one-design racing in which everybody sails the same board. In the United States that generally means the Windsurfer, which currently has about ninety-five percent of the market. Then there is the misleadingly termed 'open class', which is actually very restrictive in its requirements. Conceived by Europeans, it's considered by some to be "crazy". The third class, the really big one, internationally, is the 'construction class'. In the construction class anything goes, and between races you can change rigs, sails, and virtually whatever you want.

Construction class boardsailors are a far cry from the original Windsurfer and are right on the heels of grand prix ocean racing technology. At the Pan Am it was common to find boards of kevlar, masts of graphite, and sails of mylar. It's become a high-performance, hi-tech sport.

The Pan Am Hawaiian featured both 'open' and 'construction' classes, but had no

PAN AM

one-design racing. The competition is actually composed of three entirely different events. First there are triangular races as are common in general yachting. Then there was a long distance race, which took the fleet through eighteen-nautical miles of coastline, weaving in and around islands, and in and out of the surf line. The third facet of competition is called 'ins & outs' and isn't dirty at all. The race committee simply set a buoy beyond the surfline and the entrants sail a repetitive windward-leeward course through the surf. Each of these three kinds of competitions is weighed: the triangle races count for forty-five percent, the long distance for thirty-five percent, and the 'ins & outs' for

Boardsailing builds healthy, handsome bodies 12 ways!



A little 'ins & outs' — notice the 'gaff rig' on the boat at left.

twenty percent.

To the uninitiated, boardsailing appears to embody aspects of surfing, sailing and motocross motorcycling. The latter is particularly true during the 'ins & outs' competition where the race committee makes an obvious attempt to make the course as arduous as possible, and to include wave jumping, wave riding, sailing, and surfing/sailing. Unlike many forms of sailing, boardsailing demands that the skipper be athletic.

This year's Pan Am started in disappointment with the reliable tradewinds failing to live up to their reputation, causing cancellations and delays. Boardsailing rules require that "a minimum of wind speed of Beaufort

just after the gun.



WINDSURFING



4 (13-17 mph)" to race, and races in which the wind dies can be abandoned at the discretion of the race committee. Several times the race committee declined to cancel races and their decision was the source of controversy during eliminations when some sailors thought they should have cancelled. No matter where you race, not matter what you race, there will always be controversy.

Eventually the trades did rise to the occasion, and for the finals on March 27th, there was a consistent 20 to 25 knots of wind and 4 to 5 foot seas.

There are many excellent boardsailors around, but it was evident in this series that there are folks who are clearly superior to the

You can't watch too long without wanting to join the action.



PAN AM

pack at this point of the game, and were able to demonstrate their superiority throughout the series. Five of the top six qualifiers, for example, took the top five spots in the finals.

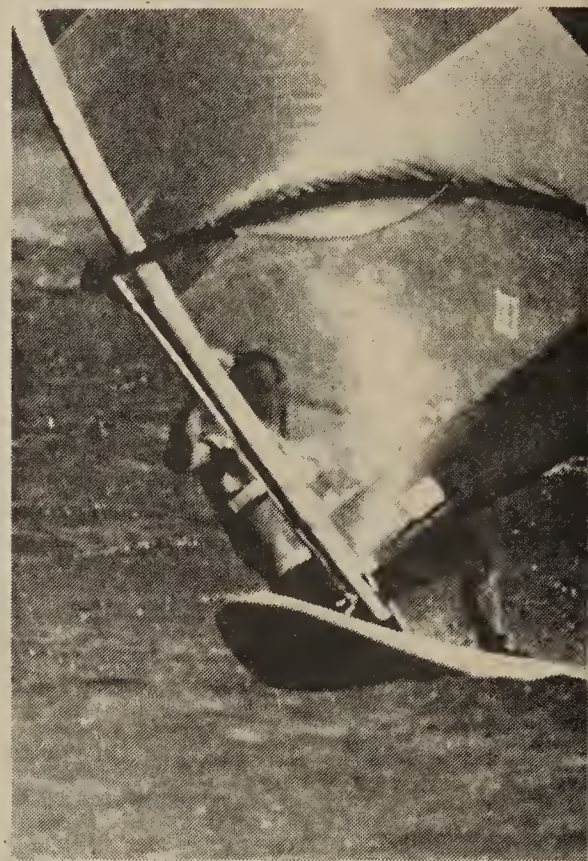
Robby Naish, long time winner, is one of those who is at the top of the crowd and confident of his ability. Asked how he thought he'd fair in the regatta, he said, "I'm confident I'll place in the top five." Indeed he did, finishing second by the narrowest of margins to Ken Winner, current Windsurfer World Champion and winner of the eighteen-mile

Notice the foot-straps to keep the Captain aboard?

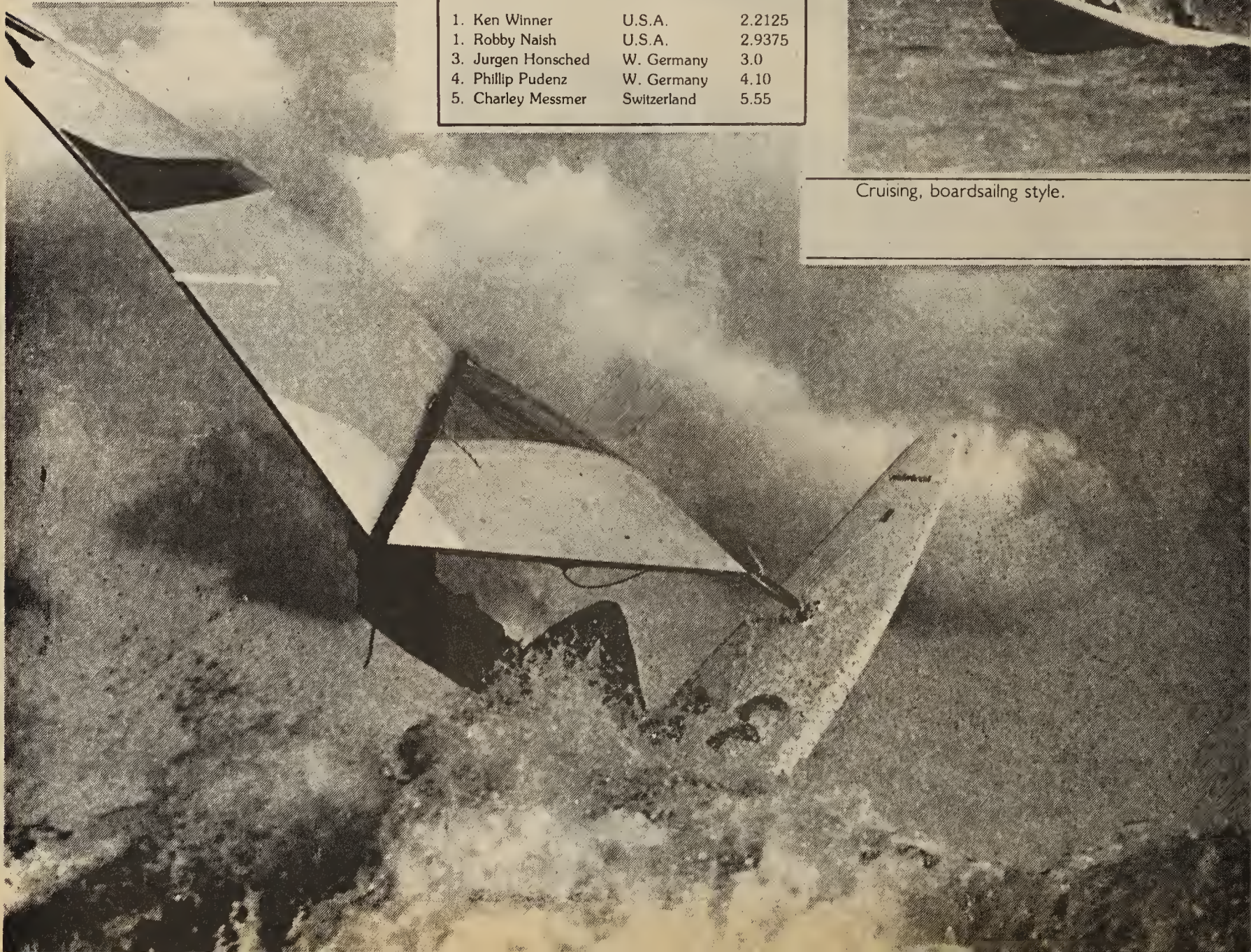


Top 5 Pan Am Hawaiian Windsurfing World Cup

1. Ken Winner	U.S.A.	2.2125
1. Robby Naish	U.S.A.	2.9375
3. Jurgen Honsched	W. Germany	3.0
4. Phillip Pudenz	W. Germany	4.10
5. Charley Messmer	Switzerland	5.55



Cruising, boardsailing style.



WINDSURFING



long distance race.

Enough of the hotshots, how do you go about assuming your rightful position at the top of the boardsailing heap? We'd suggest you start by learning how to boardsail locally, and to that end we've closed a number of local spots where you can get lessons. Once you become rated and "expert", you can enter the two big local events, the Alcatraz Regatta and the Golden Gate Crossing.

Without an expert rating you cannot enter these two events or any others that cross San



"That ole Columbia shuttle ain't got nothing on me."

Francisco Vessel Control Lanes or else the Coast Guard is going to bust local fleet 18 and no longer permit Windsurfing in those areas.

How do you qualify as an expert? You practice and then you race. If you complete the entire series of races on a day with 15 knots of wind, and all the finishers of all the races vote that it was indeed an 'expert' day,

then voila! You are an expert. Crazy, no?

If you don't want to race, then don't race, but don't chuck off the idea of boardsailing. Boardsailing has proven a hit with cruising boat owners the world around, and they are becoming big favorites to drag up to the delta with the big boat. And why not, boardsailing is fast, wet, exciting and very, very sensual.

— louis kruk



Windsurfer schools in Northern California.

Bay Windsurfing, Box 776, Menlo Park, CA 94025. Retail store at 853-G Industrial Way, San Carlos, CA 94070. Phone 415/595-2285.

Glenn Taylor is the head Windsurfer honcho on the bay. Runs 500 to 800 a year thru his school — the first in the U.S. — each year. Weekend class runs 5 hours minimum. Cost: \$55. All equipment provided, including dry land simulator.

Windsurfing Marin, 1306 Bridgeway, Sausalito, CA 94965. 415/383-1226 or 415/332-2777.

Ted McKown owns and teaches. Two lessons totalling 5 hours cost \$45. Equipment included.

Windsurfing Berkeley, 90 Bolivar Drive, Berkeley, CA 94710. 415/841-WIND.

Weekend lessons for \$55, includes instruction book THE WIND IS FREE by Ken Winner and Roger Jones.

Windsurf California, 1663 South Bascom Ave., Campbell, CA 95008. 408/866/SURF.

Two 3-hour lessons for \$50 with guaranteed results. All equipment included. Free lessons on Wednesdays from 2 to 7 p.m.

Windsurf San Francisco, Pier 39, San Francisco, CA 94133.

John Tansley, instructor. Free lessons with board purchase. Otherwise \$75 for two 3-hour sessions. Call for appointment.

Jack London Sports, 55 Alice St., Jack London Village, Oakland, CA 94607. 415/444-5456.

Two 2½-hour classes, equipment included.

O'Neill's Yacht Center, 2222 East Cliff Dr., Santa Cruz, CA 95062. 408/475-4151.

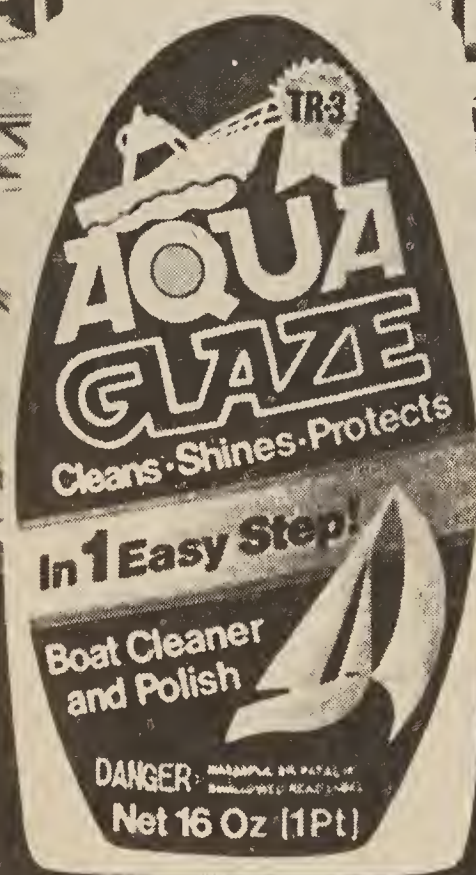
Two 2-hour sessions for \$40. Free demos Saturday from noon to five.

Sailaways Marine, 906 Elizabeth St., Alviso, CA 95002. 408/263-1453.

Sells the Sailrider (all the above are Windsurfer dealers) board at \$850. Lessons come with board or cost \$20 for board rental and instructor.

Mike Lampe Yachts, 1155 Embarcadero, Oakland, CA 94606. 415/835-1134.

Sells the Dufour Wing (\$895) and gives lessons to buyers, usually 2 hours worth.



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SINGLEHANDED

The 5th running of the Singlehanded Sailing Society's Singlehanded Farallones Race on April 18th brought out the usual number of entries, 55, and predictions of 35 knot winds. Instead of strong winds, the fleet was

Corrected-time honors went to Jim Fair in *Hurrah*, a Yankee 30, who beat Jim Cate, in *Dominique*, another Yankee 30, by a mere 18 seconds. Ed Searby was 3rd in *Rapid Transit*, a Santana 30, making it a clean



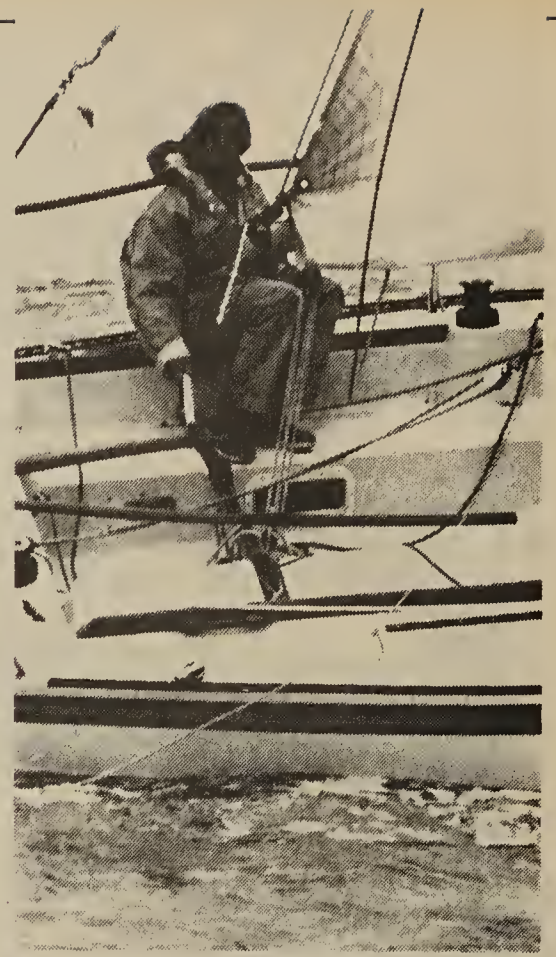
Frank 'who' Dinsmore.

treated to a dismal day of drizzle, in which the Golden Gate couldn't be seen from the starting line and visibility at The Rocks was no more than two or three miles. Those who had Lorans used them to good effect. Winds rarely blew over 15 knots for the early finishers, and there were holes in the wind; later boats benefited from a growing evening breeze.

Jack Halterman won the first-to-finish honors in his 35-ft. tri, *Arrow*, finishing the 58-mile course in 10 hours and 50 minutes.

sweep of top honors for the Division III boats.

Oldest skipper to finish was 71-year old Clarence Nelson in an equally venerable Cal 40. Like many other sailors in the fleet, Nelson was boarded by the Coast Guard, who claimed they were 'sealing off the port' to check for smugglers. The C.G.'s who boarded Nelson's boat were very polite, and asked him to get his documentation papers. Harold had to go below and gave the wheel to a C.G.-man who — if you can believe it



Joey Hulse having a good time with *Foreplay*.

— claimed to have never been behind the wheel of a boat before.

There was widespread suspicion that this 'closing off of the port' was punishment by the Coast Guard for the S.S.S.'s failure to



Gene Haynes and Craig Johnson sail their Nor'West 33s in company.

Lester Robinson brought his *Legs* down from Tahoe and was glad to be on the ocean again.



get a race permit in time. You're supposed to secure it 30 days in advance of the race, but due to the fact the application wasn't submitted until 17 days before the race, the permit was denied. Race committee chairman Mike Rettie faces a \$250 fine, but it's unlikely it will



One of the few wood boats, Randall Waggoner's Junior Clipper.

be levied.

Coast Guard officials denied trying to harass the fleet, but not everyone is willing to accept that explanation. Chuck Hawley, racing on the Olson 30 *Collage*, had one of the



C.G.'s who boarded him ask, "Are you the last of the finishers?" When Hawley allowed that he was one of the first, the C.G. exclaimed 'Jesus, we'll be here all night!' It was that kind of race.

— latitude 38



Seventy-one year old Clarence Nelson wasn't stopped by the Coast Guard until he got back inside the Gate.

ULDB DIVISION

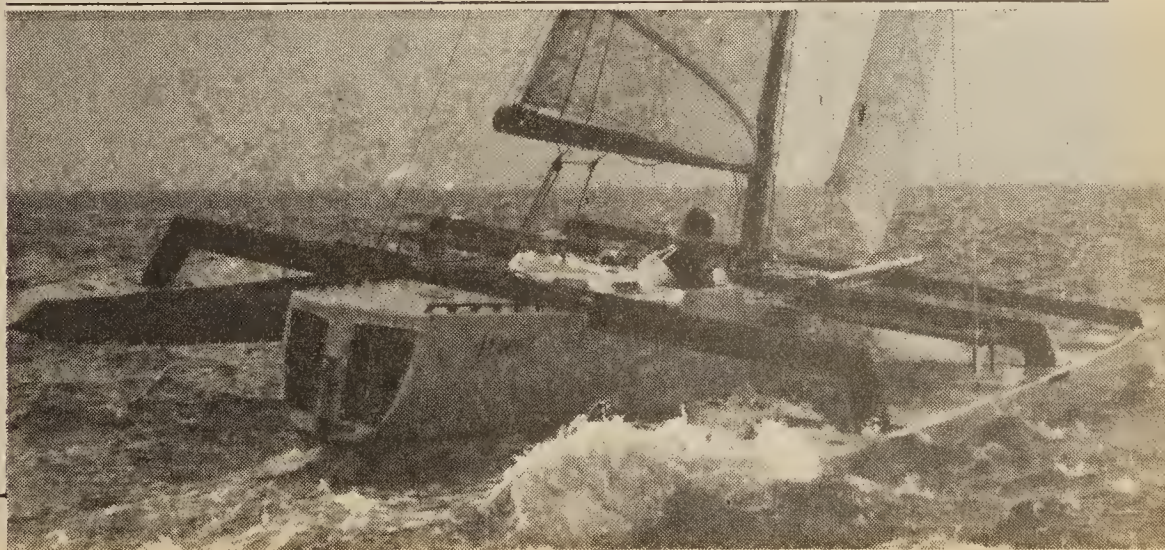
1. Cliff Stagg — Swede 55
2. David Hodges — Santa Cruz 27
3. Mark Rudiger — Moore 24
4. Andy Bassis — J-24
5. Chuck Hawley — Olson 30
6. Richard Hodbe — Moore 24
7. Lester Robertson — Moore 24
8. Larry Ohs — Santa Cruz 27
9. Joe Hulse — Wilderness 30
10. Bill Canon — Foley 32
11. Jerry Huffaker — Moore 24
12. Peter Hogg — Moore 24
13. Frank Dinsmore — Olson 30
14. Carl Nelson — Moore 24

DIVISION II

1. John Robinson — Hawkfarm
2. Henry Grandin — Müll 36
3. Paul Connolly — Aphrodite 101
4. Dee Smith — J-36
5. Joselyn Nash — Hawkfarm
6. Daniel Goodard — Morgan 382
7. John Waite — Ericson 35
8. Paul Boehmke — Morgan 38
9. Clarence Nelson — Cal 40
10. Linda Webber-Rettie — Yamaha
11. Sam Crabtree — Cal 39
12. G. A. Marken — Lafitte 44

All Photos by Latitude 38

Jack Halterman and his *Arrow*.



SINGLEHANDED



DIVISION III

1. Jim Fair — Yankee 30
2. Jim Cate — Yankee 30
3. Ed Searby — Santana 30
4. Buz Sanders — Cal 29
5. Dick Debnam — Islander 28
6. Roger Paine — Cal 2-34
7. Gene Haynes — Nor'West 33
8. Craig Johnson — Nor'West 33

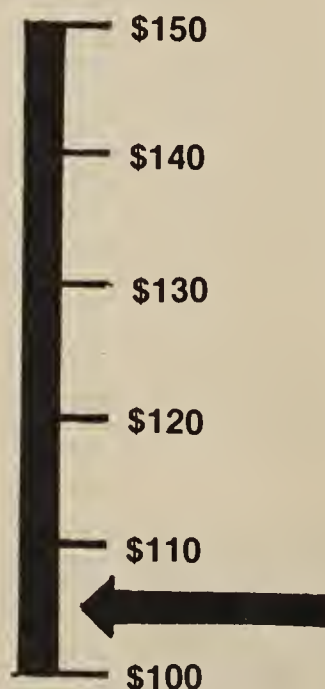
DIVISION IV

1. Bob Waters — Santana 20
2. Keith Stahake — Nightengale
3. Bob Diamond — Hunter 27
4. Maurice Barr — Willard 8 Ton
5. James Connolly — Ranger 23
6. Tery O'Rourke — Buccaneer 25
7. John Hendricks — Santana 20
8. Tony Bueno — Ericson 27
9. Randall Waggoner — Junior Clipper

Tris:

1. Jack Halterman
2. Paul Mazza — Tremolino

TransPac vet Sam Crabtree in his Cal 39, *Catch the Wind*.



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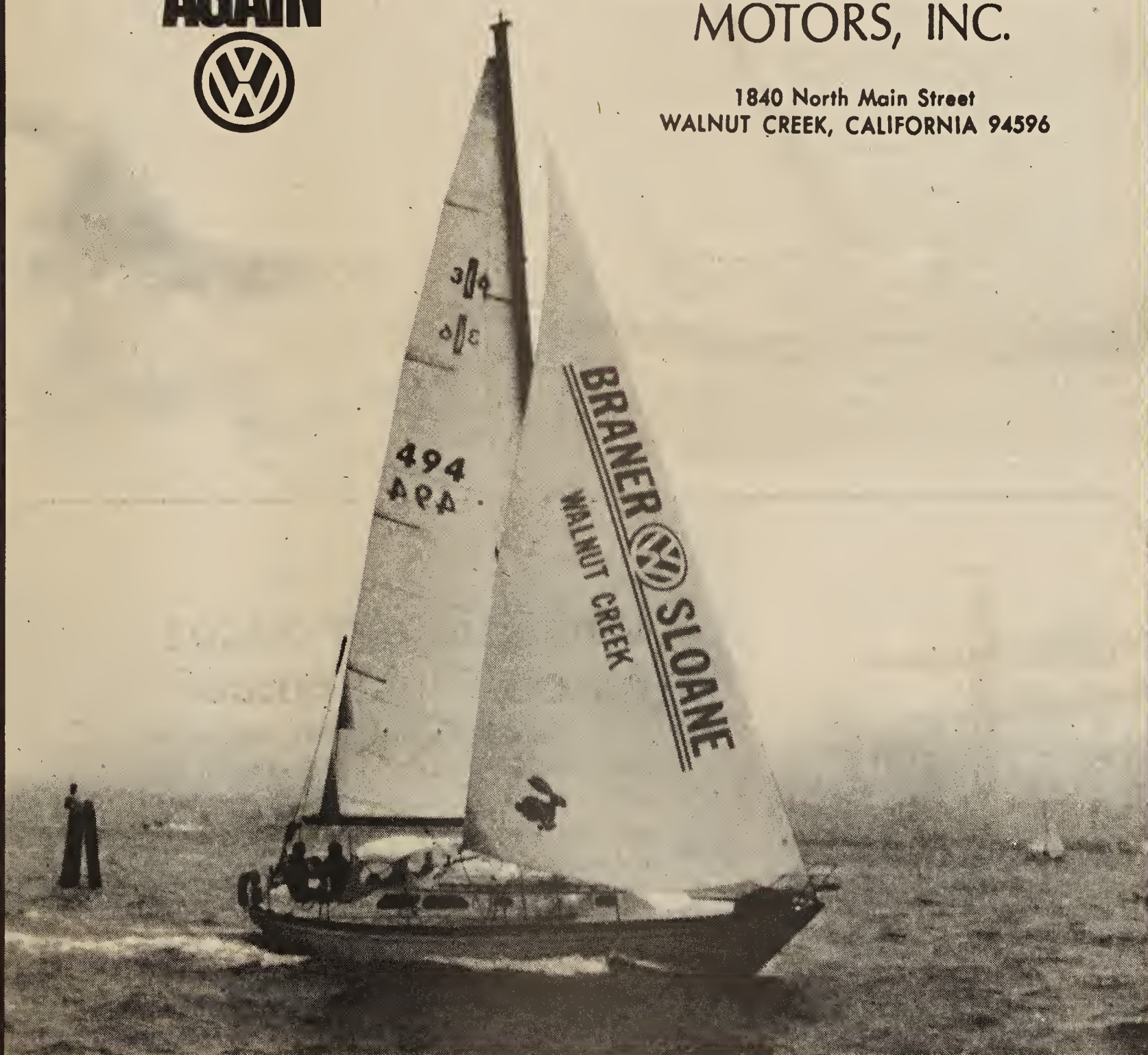


Photo and Sails by Harry Braun

Braner Sloane VW invites *Latitude 38* readers to come in and discuss fuel injection; diesel cars; front-wheel drive; this year's

S.O.R.C.; cruising the Catalina Islands, or your favorite spot in the Delta. Whether it's cars or sailing, come on in!

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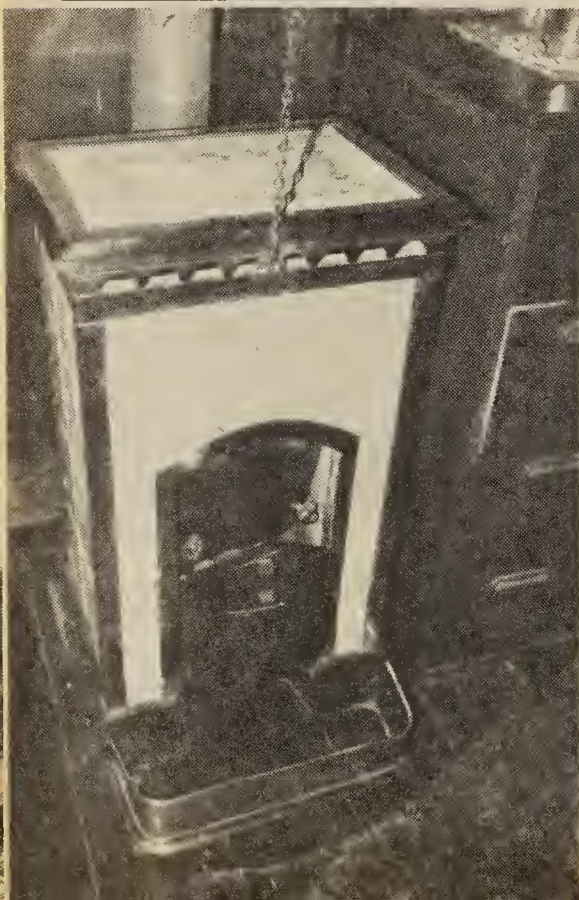
WANDER BIRD:

"Start at the beginning," I said. Harold gave a long sigh and settled into his chair. "Well, the first thing we did, we hauled her to see how the bottom was. That's when we really started getting into it, when we took her down to the shipyard. I made an offer — a pretty low one. The hull wasn't bad, but the copper was terrible. She was really getting in bad shape. No one was living on-board, and she was in the old harbor at the foot of Johnson Street. She was on the verge of saving and not saving, it was on the pendulum, you know. The first winter she leaked like a basket, oh boy. We tried to seal it off, and then we got into it slowly."

Harold's little black dog poked her head out from under the table and asked for a pat. "There's the survivor of it all, standing right here. Old Stash. She's been here since we started. She's wearing out, but the ship is getting better . . . Well, we just started repairing one thing at a time . . ."

That was in 1969. By 1981 those one at

The aft-cabin stove is a veteran of the Horn. The main cabin stove burned through.



a time jobs had added up to recoppering, replanking, replacing the stem; new decking, sheerstrake, bulwarks, waterways and caprails; renewing ballast, replacing sealing and cabin soles, stepping new masts, new rigging and sails; new rudder and tiller and binnacle and windlass and wheel; doors and hatches and skylights and ladders; galley and cupboards and counters and moldings; block and tackle and fittings and lizards and lazy jacks and pinrails . . . "Well, we just started

repairing one thing at a time . . ."

Was this a maritime museum's well-funded restoration project or the result of a generous grant? No? Perhaps an endowment, or a gift from a wealthy patron, or an angel? No? Today's *Wander Bird* is the product of the resources of two people, Harold and Anna Sommer, and of the network of helpers that began, multiplied and flourished under their direction.

Harold was raised in Alameda and has

THE RESTORATION



Wander Bird, hauled out in Sausalito in the late 30s; reportedly that's Ralph Flowers in the foreground with the white work clothes. Accompanying shots from the stern show that Waldo Grade was just being prepared for the highway.

spent most of his life around boats and the bay. He's always been fixing up something or other. In high school it was restoring cars. Then it was restoring boats. He learned boatbuilding and woodworking in a school now long gone for he was just in time to know men, oldtimers even then, skilled in the old-fashioned traditions of boatbuilding. Inside his head is a little museum full of skills that date back to the days when square riggers and steam schooners gathered in the Oak-

land Estuary. The boy went on to become deckhand on a coastal tug, fireman on a steam tug, then got his master's ticket. He went to work for Red Stack thirty-five years ago and for twenty years was skipper of the *Sea Prince* which was one of the last working wooden tugs on the bay. Today he skips the *Sea Fox*.

Fellow workers on the *Bird* explained his magic in their own way. "There's only one man that could've gotten that schooner back

together, and that's Harold," said John Linderman. "It's his personality that's done it. Everyone dearly loves the guy. He doesn't growl at us — oh, he's growled a couple of times and I growl right back — but it's all in the interest of the job. He's not aggressive, he's not hustling, he comes across because you can see that he's intensely interested."

Billy Martinelli says, "I lived in that cabin on the stern of the *Bird* for two and a half to three years, and apprenticed with Harold. He was always telling sea stories, he could make your mind wander to another place in time. The young guys just got carried away and were willing to work for days just for room and board. Oh, I don't regret it at all."

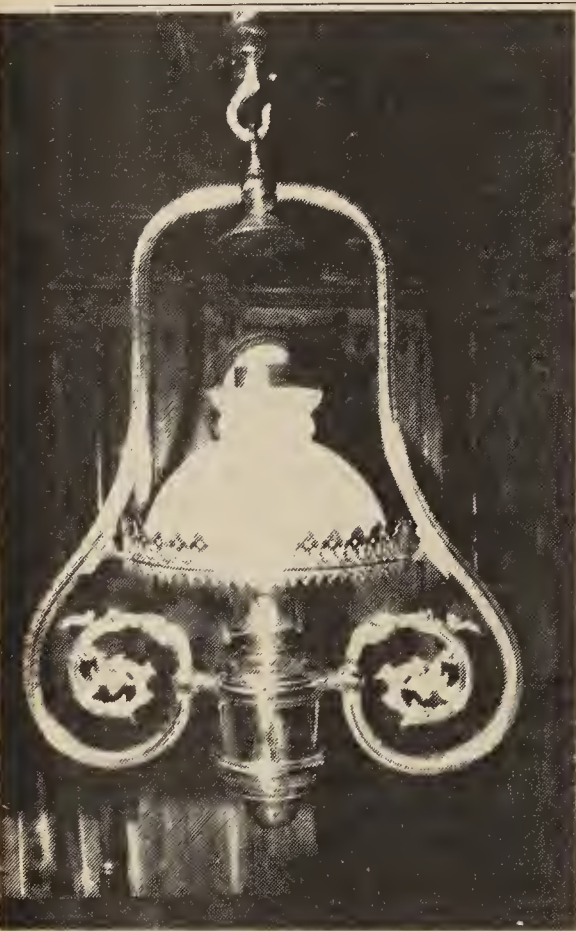
Harold leaned back into his chair at the end of the long table in the main cabin and continued. "I think she's better now, stronger than she's ever been. I think you could say she's been over fifty percent rebuilt."

"I met Kit Africa. I knew him when he was a kid, and I knew his Dad for years. He

The date on the door is wrong, the *Bird* wasn't actually launched until the early 1880's.



THE RESTORATION



A gift from Herb Madden, an 1877 lamp from the *Star of France*.

was building a small dory, and then he started working on the *Bird*. He just got better and better. Then I met Billy Martinelli who was working over on the *Balclutha*. He came over here and he was good. I knew John Linderman when I was a kid in Alameda and he was probably one of the best guys they had down at the Stone Yard. John is a meticulous worker and we've had our ups and downs, our arguments, but he's usually ninety-nine percent right. My son Ross came over to live with us about 1976, just in time to get into a lot of the backbreaking work. That's how it got started, one thing at a time, one person after another coming over to help. Oh, it just snowballed."

Along with his varied talents, Harold has another quality that was of value to the project. "He's a great scrounge. He can find anything, you know," said Billy. "He's built this boat on a shoestring." Harold can see value in a piece of junk cast off years ago. Suddenly it is not a piece of junk, but an object restored to its original function. He not only knows where to look for what he needs, but how to fix it when he finds it. And often, when even Harold couldn't find something, someone would bring him one, or build another. And when word got around about the restoration of the *Bird*, a lot of things that

had been given away over the years were returned to her.

As if in confirmation Harold looked around the cabin and said, "Billy made that skylight and the doors out of teak from the decks of the old battleship *Maryland*. When they were scrapping her over there we were pretty hard up for stuff and we used what we could get. They were ripping up her big, fine Berma teak deck with a forklift — it just made me sick. I was running the *Sea Prince* and I got some of the wreckers to lower me down some and we used it all up.

"One day Herb Madden Jr. came down and he said, 'Here Harold, here's the old lamp Dad took out of the *Star of France* when he rebuilt her — it's the original lamp from 1877.' That's the chandelier right there over the table — oh the table — that's been there since the pilot days. It was all covered with linoleum, you know, and that's the original bench. Gwen Tompkins always hated it, said it looked like a park bench. Oh, that little stove in the aft cabin, that used to be there and Commodore gave me back that stove for my birthday one time. Commodore has been a great help, well, he was almost born on this boat."

"People had been steadily appearing and disappearing on the companionway stairs. Anna was straightening up, placing fresh flowers here and there, polishing the bronze

on the chimney pipe. Harold's sons, Ross and Webb, tramped back and forth with lumber and tools. "We're redoing the head," said Harold. "About time to get the throne out of the air and we're replacing the bathtub." Power tools whined quietly behind the head door and fine dust drifted out. Webb vanished into the galley, probably planning some culinary masterpiece for the workers who were beginning to gather. John arrived to continue work on the rigging.

Harold continued. "Don Arques has been a great help. He opened up his warehouse and I got different bands for the rigs and odds and ends you can't get anywhere. Don had them down there from scow schooners and ships he had wrecked over the years. That's my old tug's flat card compass. When they junked the *Sea Prince*, I got that.

"And Penny Gerbode — oh, she's been an angel to this boat. She's bailed me out of I don't know how many shipyards and she's donated so many things. She was always willing to help out. I think — no, I know — that if it wasn't for her help we wouldn't be this far.

"And don't forget about Anna! She puts a lot into this boat: money, painting, varnishing, polishing and feeding everybody."

The *Bird* eleven years ago, prior to Sommer's restoration. She's due to sail again on June 1st, June 15th and June 22nd — all Mondays. Invitations are now being sent out.



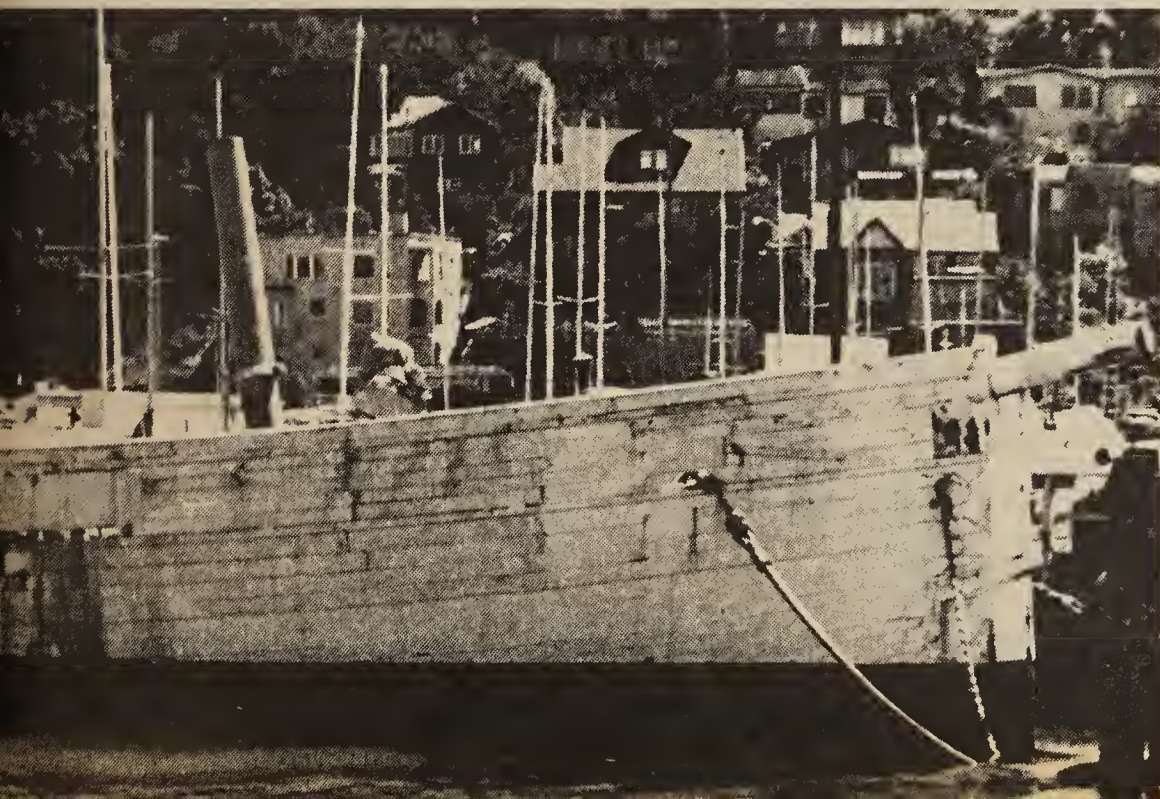


From left to right: Alex Davidson, Sterling Hayden, Kit Africa, Harold Sommer, and John Linderman.

RICHARD ALLAN

John stopped muttering and rummaging about in search of a tool long enough to add, "Don't ever forget about Anna. She's the hardest worker here. Every night she comes home after work and she never knows how many people she's going to feed. I don't think the job would've gotten done without Anna." The banging and thumping in the head abruptly ceased. Out came an old cast iron club with claw feet. We followed it up the curving companionway stairs and went on deck. "Billy's going to reproduce it in fiberglass," said Harold. "That big heavy old tub is the last of the stuff from the houseboat days."

But we were supposed to be starting from the beginning. Harold resumed his story on deck, pointing out the milestones in the restoration. "We had to stop the leaks. We had no choice about that first job. We were living on her, and you had to watch out where you'd step or you'd be standing in water. The deck was all covered with tarpaper and plywood and tar, and we had to peel all that off. Then we replaced about one-quarter of the deck. The deck is pitch



WANDER BIRD

pine.

"Next we had to take care of the copper on the bottom. We towed her over to Anderson & Christofani's and on the way the old copper was just sluffing off in sheets. It just peeled off as we went through the water."

There was a lot of copper to replace, and they kept at that job through subsequent hauls, adding what they could until it was all recoppered. Billy said "For years he'd go around to all the junkyards — he'd go down to a guy sorting copper and he'd give him a

The flat card compass from Harold's old tug, The Sea Prince.



fifth and say, 'look, if you come across any scrap copper put it in a corner and I'll come back and buy it.' He did that for years."

"Then, I guess, next it was the stem," continued Harold. "It had gone rotten clear through to the waterline. When we started to open it up I thought, 'Oh, boy, what have I gotten into here?'" Billy stopped banging on the tub and walked forward with us and explained, "We did it in the water. We built a scaffolding around the boat to work off of and we had to cut the stem all the way down to the water, that's how far it had gone. A few planks were rotted on either side. You could go up there with a large knife and stick it anywhere and it would just disappear. It was rotten as an old pumpkin. We ended up putting in several long scarfs and built it up, then we backed it up with a large steel plate. That stem is probably stronger than it's been in seventy-five years — it's like a tugboat stem."

We walked to the railing and looked down at the smooth white topsides. Harold said, "Her sides were all patched up with tin and plywood; some of the damage was recent where she'd been gouged by pilings, some from ice long ago. The plankings were oak and they were tremendously heavy. Her frames under the waterline when we scraped them were hard as stone, but the plankings were bad. They were burned. This type of oak just burns and turns to dust — it isn't rot — it's a burning of the wood. So we had to change some of her oak topsides to fir. She's stronger now. She's all bolted together, she's got 1½-inch trunnels; all bronze bolted and through trunnelled and she has iron knees in her."

"One of the big, rough, tremendous jobs on the whole boat was when we resealed and scraped and cleaned the hull out and put all new apitong sealing in where it needed it, and it needed plenty. The old iron ballast had deteriorated the sealing over the years, just ate away at it. There are parts of a broken up British locomotive down there. When we pulled the ballast we could see the boiler front and the cylinder and some sidewheels. We had everybody pulling that stuff out — what a job! Ross and Kit did a lot of the backbreaking work and Kit moved it with his two dories. They held a little over a ton each, and I don't know how many trips he made over to Johnson Street with that stuff."

That was one of the many days when a lot of fun was going on concurrently with a lot of work; one of the days it seemed like a picnic

was happening onboard. The dory went back and forth between the *Bird* and Johnson Street, filled to its absolute capacity. It looked like Kit was sitting in a hole in the water moving majestically across the harbor on his own. "We got it over there, chipped the whole thing, dipped it in cement, and hauled it back," said Harold.

We moved to the stern and looked at the rudder post. Harold said that the old rudder had been taken to the Maritime Museum. "We made a new rudder out of ironbark from Maui. They sent four big timbers over on the *SS Lurline* and we used up every bit of it, the rudder, shoe, belaying pins and such. Ross and Billy laid out the old rudder."

Billy joined us on the stern and said, "I went over to the *Balclutha* where *Bird's* original rudder is, and copied it. I made templates and measured and made another one. The stock is ironbark, the blade is douglas fir. I used modern tools — basically roughed it out with a skillsaw and a skill power planer and then the finishing touches were done with wooden hand planes and hand tools. I use both — I'm a traditional person but I'll use modern tools. In fact, I'll use whatever's available, which is sort of Harold's idea, too — you make do with what you have. It took a month and a half to make the stock. Not full time, of course, but I kept going back to the *Balclutha* to take more measurements. I really didn't want to make a mistake putting the pintels on. The three pintels on the back all had to be perfectly aligned — even 1/8-inch out the rudder wouldn't fit. So I was sweating out the whole building of the rudder. I didn't feel good until it was actually in place. We shipped it in the water. I was down in scuba gear and we had an A-frame with a come-a-long on it and guys up on deck. We finally managed to wrestle it into place after a day or so. That and the stem were the major projects I got into, so I guess you could say I've been around here from stem to stern . . ."

Harold indicated a tiller lying on deck and said, "When Warwick bought her she still had the original tiller steering, a great, massive thing with a dog's face carved on it. He didn't use the tiller — it was a real killer, I guess — in following seas you'd really have to watch out for the thing. Well, that original tiller is in the Maritime Museum and they lent it to us so we could make a copy. Then we made the new steering gear so that you can just clap that tiller on if anything goes wrong.



Anna Sommer, poking her head through where the stem should be. It took Harold, Bill Martinelli, and Kit Africa 6 months to tear it all out.

Her original German steering gear was laying down below — lucky — and her sheet buffer, and we just rebushed it and put new pins in it. Sterling Hayden bought me a nice new 44-inch Gloucester iron wheel."

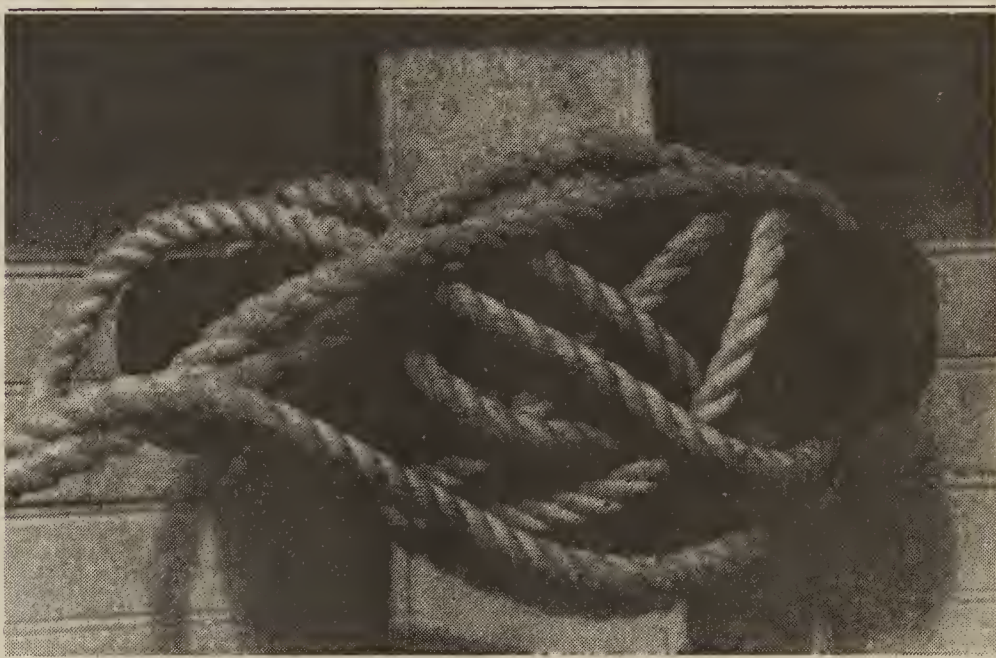
As the years went on, celebrations marked the milestones. Each new acquisition or object returned to its home was duly welcomed and then settled down to perform its function. Many were the dinners, the sandwiches, the bottles of wine and beer that vanished as the restoration progressed. New helpers appeared and old friends moved on to other things, yet they always came back to

have a look at the progress and to take part in the celebrations.

Major milestones, accompanied with appropriate celebrations were the steppings of the two masts. In 1952 both masts had been cut to stumps about 5-ft. above the deck. Those were her second masts, installed by Warwick Tompkins during the *Bird's* first restoration. Harold pulled out the stump of the foremast first, and under it was a Dutch nickle dated 1929, the year Tompkins re-stepped the mast. Apparently Tompkins had found a German gold piece under each mast, the traditional offering for good luck.



You can judge the size of this cleat for yourself; that's either $\frac{3}{4}$ or 1" line.



Wander Bird's emergency tiller — with the 'Bird' at the end.

But, reoutfitting had left him in such financial circumstances that he found the value of the gold to be greater than the luck it might bring. For those who shudder at such tampering with Fate it can be noted that she continued to be a lucky ship. Tompkins resteped the mainmast in 1935 and beneath it he placed an American 1935 quarter. Harold put them both back.

"We really got some nice sticks," he said, "first growth trees cut in Coos Bay. Ernie Gann paid for turning them and shipping them down here. Then we shaped them by hand, oiled and pressure treated them." Then they were stored, awaiting the day the mast steps and the rigging would be finished.

When it came time to set out the rigging, the *Bird* was indeed a lucky ship, for Harold was able to enlist the help of John Linderman. John is another of the men at work on

Wander Bird who carries a little museum of skills in his head. A second generation San Francisco seaman, John is the son of the owner of a fleet of steam schooners, the *Bee*, *Wasp*, *Hornet* and *Cricket* — irreverently known as the "Bug Fleet" — that carried lumber along the coast in the early 1900s. John crewed on his father's ships, and worked in commercial freight shipping when square riggers loaded along the Embarcadero. He was a shipwright at Stone's Yard in Oakland, he has his master's ticket in sail, and he was skipper of the 135-ft. *Vega* when she served as coastal patrol during World War II. John must be well into his 70's just to have acquired all the experience he brought aboard the *Bird*, but you'd doubt it if you saw him at work. He's likely to be found up the mast, or on top of something, or suspended somewhere, hammering, installing,

directing.

We looked up into the intricate network of shrouds, stays, spars and topmasts; Harold touched the massive splices and indicated the turnbuckles. "Her original turnbuckles — bottle screws you could call them — and all the chainplates were here. It was my idea to put it back to the pilot boat rig. Tompkins told me not to put the square yard rig on her; he said it was a lot of hassle and wear and tear on the ship. She's much better rigged than she's ever been. John's put a lot of time into thinking about it, and when he puts something together, it's going to work. Now she's going to sail better — she's done two hundred-fifty miles a day and she can go all right — and I think the reason she'll go better now is that she's lighter. She's got a lighter rig and better sails — Sutter Sails — and all synthetic gear, no manilla or anything. All the wires are new, David Crosby donated the standing rigging. John did the splicing and then we served her with modern materials. Oh, first we used Stockholm tar, but we use net set now."

John Linderman talked about his role in the restoration.

"When it came time to think about the rigging, Harold figured maybe I'd be interested, and he was right. I'm retired — you couldn't pay a man for a job like that — it'd eat up the Exchequer. So I agreed to help Harold if he would pay my bridge tolls. It worked out to about \$2.50 a day until the gas crunch raised it to \$3.00. I'm tickled to death with that.

"It started by sitting down and figuring out what we were going to do. I wasn't too used to Harold yet, and one day he said, 'well, how much wire will we need?' Without a spar plan or a sail plan or where the halyards are coming or anything, you want me to grab a figure out of the air, I asked. 'Sure, that's all right,' he said, so I guess I said 1100. It seemed like every time I'd make a suggestion he'd check with Bob Sloan or Harry Dring or somebody like that and that made it easy for me because then there would be no argu-

RESTORATION

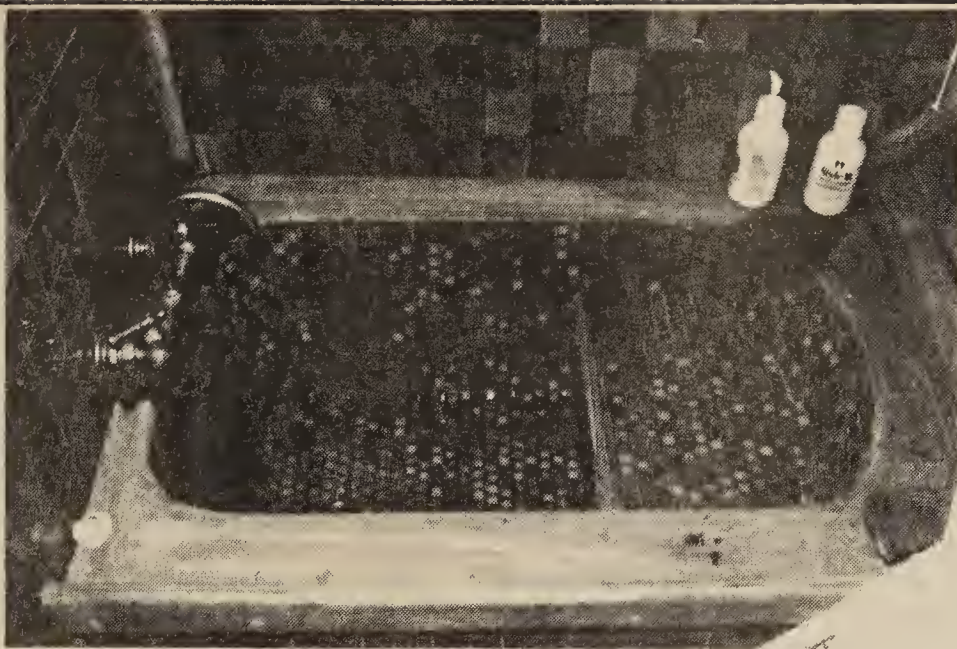
ment. So we got into 3/4-inch for all those big shrouds.

"It's a standard rig. I wanted to loft the wire lengths for the foremast so we went up to Peter's sail loft and lofted all the lines and spliced up both ends and dressed the mast and stepped it and the length came out OK. The only thing that threw it was the mast came down all turned. Splicing — well, it's just part of the process of making the terminal ends of all the standard rigging — just like you make a splice in a dockline but it's wire instead of rope.

"We used a standard Liverpool splice. We served round the thimbles, Stockholm tarred the wire around the thimble, parcelled it, served it and mounted it in a rigger's vise. We made four tucks and then tapered it in two steps. Daubed all that up with tar and parcelled that and made a wire serving with galvanized seizing wire and racked it right at the apex of the thimble. That was the procedure throughout all of the lower ends. The upper ends we used the old formula of 1-1/4 times the diameter of the wire for the length of the loop; tarred, parcelled, served, sewed leather on it and made a soft eye. I think I figured there were somewhere between fifty and sixty-five splices in 3/4s and 5/8s. The smallest wire was the topmast running backstay, 1/2. Strangely enough, the 5/8 was harder to splice than the 3/4.

"There was only one man that could have put that schooner back together and that's Harold. He's just a grand guy, his only weakness is he dreams. He says, 'John, you gotta teach me how to do this splice. Lemme do it with you.' So you're doing the splice and Harold's eyes are out on the horizon . . . 'Oh, there goes an Aardvark 42!' You do one splice with Harold and pretty soon you're raging mad. And the next day when he says he'll help with the splice I say, 'that's allright Harold, I'll handle it alone.'

"A great day was when people began to gather for the mainmast stepping. Of course you're thinking about the seventy-five people standing around with babies and so on, and you think, did I get my decimal in the right place? Is this mast going to come down and go through the partners and into the step without crunching sixteen bodies?



Berthed in Marin county, **Wander Bird's** new tub had to be something special — and it is.

When it does — you get the greatest feeling. Suddenly you become the World's Biggest Fathead. Everything went right, and you knew all the time you were scared to death.

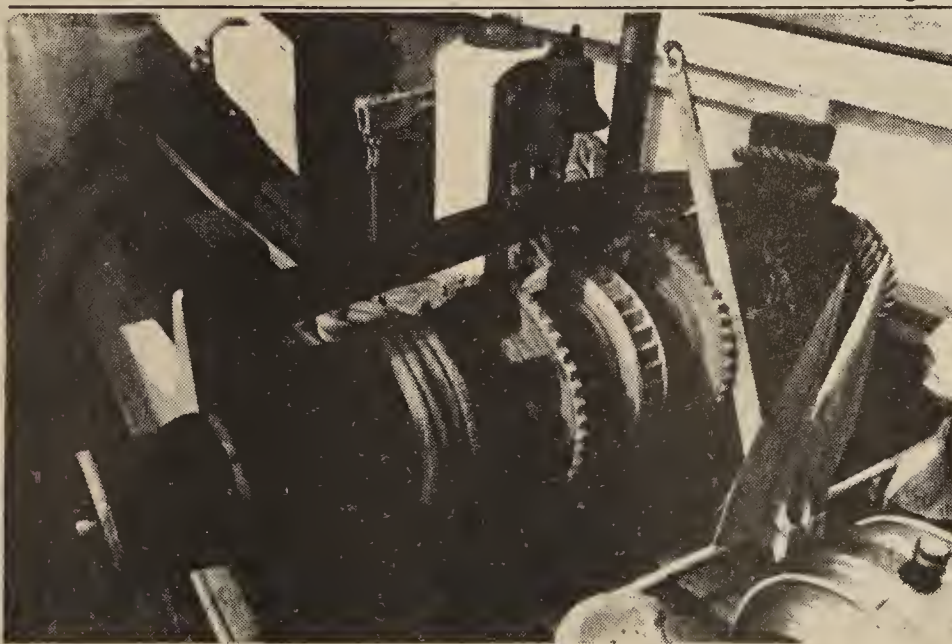
"And for each of these occasions Anna would have the grandest . . . oh . . . these functions she puts on — she's created this rapport. Just the people that gather there make it worth the price of admission — which there isn't any of. She's responsible for everyone liking each other. Of course, you do it for the schooner, but it'd be hard to do if we all hated each other.

"I've never heard Anna complain about anything except sloppiness. One time Harold wanted to soak something or other in linseed oil — maybe lizards — and he goes down and gets one of Anna's saucepans, obviously one of a set and big enough to soak this thing in linseed oil or Stockholm tar. Oh,

she was mad! I felt like an accessory to a crime — it was a bonehead thing to do! Anna and I see eye-to-eye in orderliness. If you've ever played musical chairs, well, Harold's boat is musical tools. They're never in the same place twice, and it doesn't bother him, it only bothers me!

"One of the extreme pleasures in the whole job was how help just flowed. I never saw it before, how so many good, competent men just came down there, volunteers, swell guys, interested. If I'd gotten a passing grade in psychology I could tell you why, but I can't. I don't know why. Why am I doing it? I guess what we're doing is building a monument for ourselves. Working with people who think like you think — we've got a mutual admiration society going. It's no fun to just work alone — its the yakety-yak that keeps you going."

The Bird's windlass, an original.



WANDER BIRD

Then, as though there had not been enough yakety-yak going on already, Anna brought lunch out and everyone stopped what they were doing and gathered around. A couple of camera-toting tourists standing on the dock were staring at the ship and the lunch. Workers on the *Bird* are well-used to gawkers and dockside foremen, and John and Harold call them "tire kickers". They always ask the same questions. This tire kicker said, "How old is that boat? What are you doing there?" Then he concluded with a sniff, "Well, I bet it doesn't have the original sails!" "No," said Harold, "but I've had this pair of socks on for twenty-seven years . . ." The tire kicker vanished. But what he had been referring to was indeed a new sail, one recently finished and just bent on. John had been working at lacing it to the boom with a series of marlin hitches.

If you stop to think about it, you realize that there was but one reason for all that had gone on before. The intricate rigging and the sturdy masts and everything from the turnbuckles to the topmast had been designed

and planned towards the day the *Bird* would sail again. Peter Sutter, whose loft built the massive sails said, "The whole idea was to make a seaworthy platform to hang some sails on."

Then he told of his part in the *Bird*'s restoration.

"It was 76 or 77 when we decided we'd like to make the sails for *Wander Bird*. The loft had enjoyed a good year, and I thought we'd make a sail that winter when we weren't too busy and donate it to the boat. We had a problem because she only had two stumps for masts. How big were the spars going to be? Would they go back into the boat with the same rake and the same height? We decided the sail we could make without taking any physical measurements on the boat and probably get away with it would be the fore staysail.

"I had to confirm the rake of the masts and it was lucky the stumps were still in the boat. I was able to take some pretty good triangles using the faces of those stumps, the deckline



LATITUDE 38

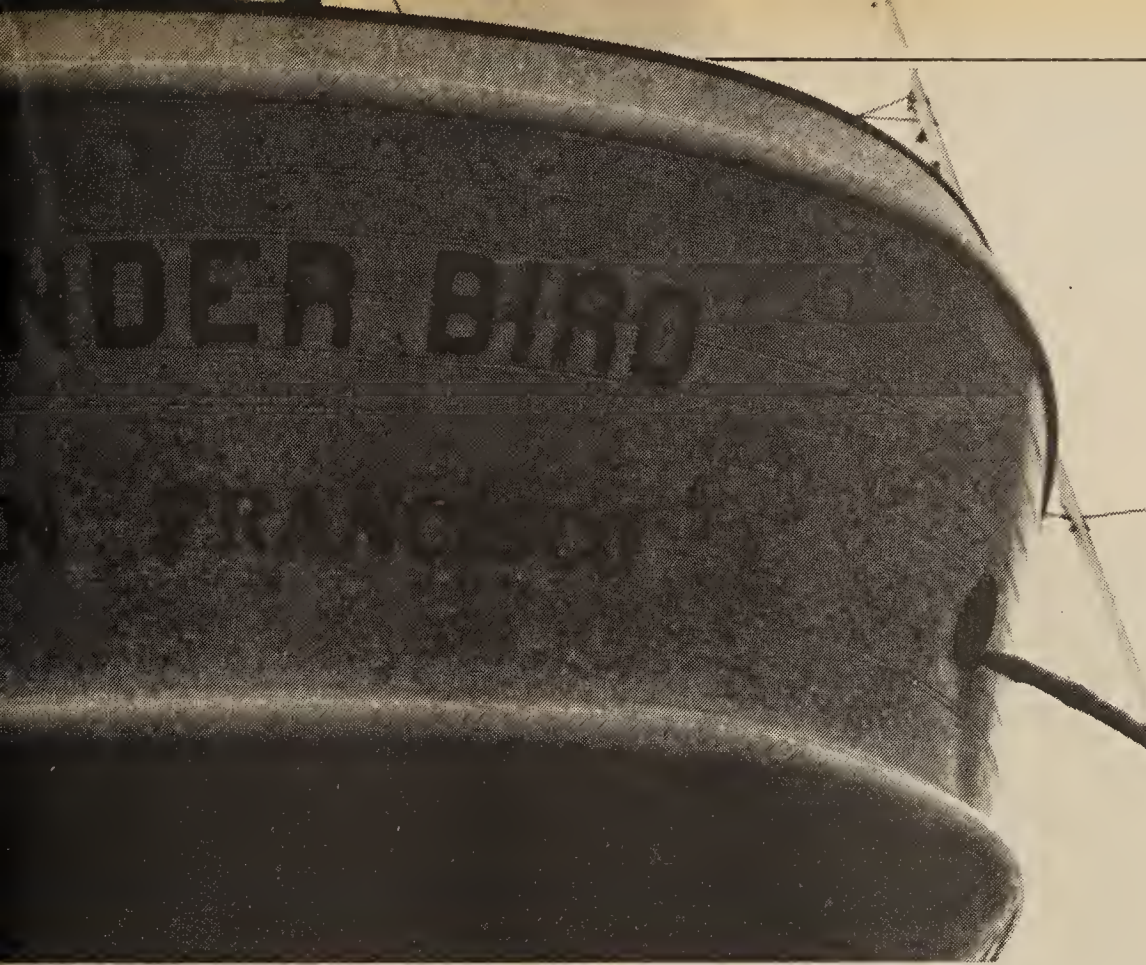
and the heights up the stump, and figured the rake in the mast. With a little luck the new spars would be stepped close to the same rake. That was very important, especially if we were going to go on to make the foresail. To get the gaff peaked up, and the clew above the deck and the boom above it at a nice height, why the rake is darn important.

"I had to confirm the rake of the masts and it was lucky the stumps were still in the boat. I was able to take some pretty good triangles using the faces of those stumps, the deckline and the heights of the stump and figured the rake in the mast. With a little luck the new spars would be stepped close to the same rake. That was very important, especially if we were going to go on to make the foresail. To get the gaff peaked up, and the clew above the deck and the boom above it at a nice height, why the rake is darn important.

"We used a special material called square rigger cloth, 14 oz. left over from a special run of yardage for the big Swedish bark *Christian Radich*. Jimmy Leech did most of the handwork and I did the roping along the foot and up the leech. We used a big D ring in the clew all webbed in with strong webbing. Groups of cluster holés are centered around the base of the D ring and it's all seized together — a nice strong detail. The head and tack are the same way although we did use a big hand worked ring instead of a D ring. The luff we seized down and there are hand-sewn rings for each shackle station.

Way back 'in the beginning' Harold 'springs in' a piece using Spanish windlass.





we finally delivered it down to the *Bird* along with the foresail. It took five of us to carry it onboard — it weighs three hundred pounds. It was a gorgeous day, just perfect for bending on a big main. Harold got 150-ft. of braided dacron to lace on the foot and the head. We stretched it out and started lacing it on using a marlin hitch. We finally got the foot laced on and the head went much faster after all our trials and tribulations with the foot. By 3 p.m. I couldn't believe how many people had gathered to see this. It was a real happening. We started the gaff up with the sail lashed to it, gradually lacing down the mast as we hoisted the sail.

Below — it took 150 feet of dacron to braid on the main with marlin hitches.

We finished the fore staysail in the winter of 77; we delivered it and dumped it down that circular companionway ladder with a big thud. It woke Harold up.

"The foresail was built with the same thing in mind: Heavy. It's got quadruple stitching, built to take a lot of weather and it's got two reefs in it. I had to design the sail without any mast in the boat, so I made a little sail plan. I was very concerned about the throat angle — the height of the peak — so it would clear the springstay when it came off the main truck onto the foremast. I kind of took a chance with it.

"Then we started thinking about a mainsail for the *Bird*. That was more than our little outfit could afford to donate. Penny Gerbode — a sweet gal with her heart so steady towards *Wander Bird* — bought the fabric and our labor at cost. It was a major financial obligation and it's a commendable thing that she would do that. We used 14 oz. Howe & Bainbridge since the square rigger cloth was all gone. It's quadruple stitched with very broad seams and the panels perpendicular to the leech. I feel very strongly about that — vertical cut sails disappeared in the late 20's — oh, occasionally you'll see them but sail-making has really come along in its knowledge of sail shaping and I saw no reason to go back to the ancient ways of making sails. I see no reason not to employ modern technique.

"There's a heck of a lot of work in making a sail like that. It's one hell of a big sail — it's



1500 square feet, the foot is 40-ft. or longer — it's the third biggest sail we've turned out. The ladies seamed it up after hours. Jimmy and Mike did all the handwork. One of the things that so differs from the old days was trying to get a needle through using a palm. Trying to stuff a number 12 needle through 10/12 thicknesses of dacron is one big difference from stuffing it through twelve thicknesses of double ought canvas. When you try to put it through twelve layers of 14 oz. dacron, I'll tell you, you have a problem. We couldn't even get an awl through it so we used a 1/16-inch drill bit. The Black and Decker stitch, we called it.

"It took nine months to build that sail and

"The months of worry, frustration and nightmares — this is the point where the sailmaker wonders, 'Oh Man, when we peak that thing up is the boom gonna come up and clear the gallows? Is it going to peak at the angle we want it?' Well, when we did haul it up, the main gaff peaked up just where it ought to be. Jeeze, the main boom just came up and cleared the gallows beautifully. I kind of felt, 'Oh Man, Sutter, this is kind of your Swan Song.'

"Jimmy and Mike were there; Mike had cut all those sails and done all the crawling on the deck, and Jimmy had done sixty to seventy percent of the handwork. Our girls had done all of the finished sewing and they

WANDER BIRD

"She could well last for another 100 years . . . as a seaworthy vessel ready and eager for another voyage."

never get the credit they should have. We hoisted the foresail and the fore staysail and we all walked off the boat and turned around to see this thing. The sails were just perfect. I was really proud to see a little breeze in those sails and see them filling up. We were delighted that we'd had a part in that phase of the *Bird's* restoration."

"What's next, Harold?" I asked.

"Well," he said, "there are a lot of small jobs to finish and a lot of things we could use. There's the electronics — they'll be kept to a minimum. Jeeze — I'm scared of a flashlight — and can't understand these guys that load their boats with electronics. We're going to have hand-operated everything. Warwick said the same thing fifty years ago, and there's no change today, it's just as messy. We need a 5-6 kw AC generator and we need more ballast, iron or lead pigs. Oh . . . there's lots left to do, in the cabin, the head, it just goes on and on . . ."

"But anyway, we're going to sail in early June. I'm thinking about having a tugboat there — I don't know — well . . . eventually we're probably going to put an engine in." Harold sighed and threw up his hands — "I know, the sail enthusiasts will not go for that, and Commodore won't, but golly, it's too valuable a thing to be floating around in the world without an engine. It'd be like taking the *Cutty Sark* out and I don't think anyone would do that without a towboat alongside



From the big spars down to the littlest details, all of *Wander Bird's* rigging is new.



"Why am I doing it? I guess what we're doing is building a monument for ourselves."

her. We'll sail without an engine in June, but if we could find a donor for something like a good old American Jimmy 671, why, I'd sure go for it. I just think the days of running a sailing vessel this big without an engine are over. I know a lot of guys are against it — I am too, in a way."

The work will continue on board *Wander Bird* for it's in the nature of a ship to require continuous renewal. We should all thank Harold and Anna for doing what they did, for taking a dead ship and making it a living ship, a ship that was dear to the hearts of a lot of people. They did something for everybody, not just for themselves, and because of them, today we have something from the past to look at and dream over, a ship that's existed for one hundred years. She could well last for another one hundred now, not as a carefully preserved display, or as pieces in a museum's showcase, but as a seaworthy vessel ready and eager for another voyage.

Thanks are also due to many, many others. It was a hard decision to make, but it became increasingly apparent that it would have been impossible to include the names of everyone Harold mentioned as he talked about his ten years on *Wander Bird*. Be assured that you who helped were not forgotten. Harold asked for this opportunity to thank everyone who donated time, talent, ideas, materials, labor and love. You know who you are.

— anne sutter

INNOCENTS ABOARD

When we left San Blas, we sailed all the way (five miles) to Matenchén Bay. After six months of cruising, our innate laziness has reached full flower so we don't like to go too far in one day. We laid around for a day and rested up for our next big passage, to Chacala (twenty miles).

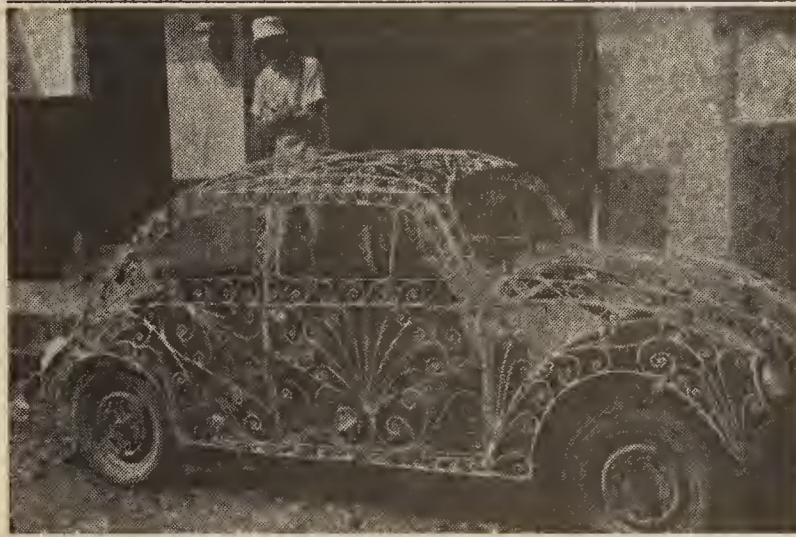
Chacala is an interesting place. A former president of Mexico had installed some improvements, a dock, warehouse, and Port Captain's office, but they were never used, except by smugglers! The smugglers were so blatant that they used the government warehouse to store the electronic goodies, radios, TV's, etc., that they were bringing in duty-free. So, after a while a port captain was installed to stop the smuggling. He doesn't have much else to do as it's a very small village and very few boats stop there. In fact, he later told us we were only the second boat that season, and we were both there at the same time.

The first thing we did after we anchored was go snorkeling and spear a fish for lunch. When we later walked up to the Port Captain's office, he asked if we had any luck, and as we hadn't renewed our Mexican fishing license, I mumbled something about "one little fish for lunch." He asked if we had gotten any lobster. Since only Mexicans are allowed to take lobster we said "Oh no, we didn't take any lobster." In fact, we didn't even know Chacala had lobster. He said, "There are a lot of them out there and you should get one or two for dinner." "Yes, sir!" They were there and they sure tasted good.

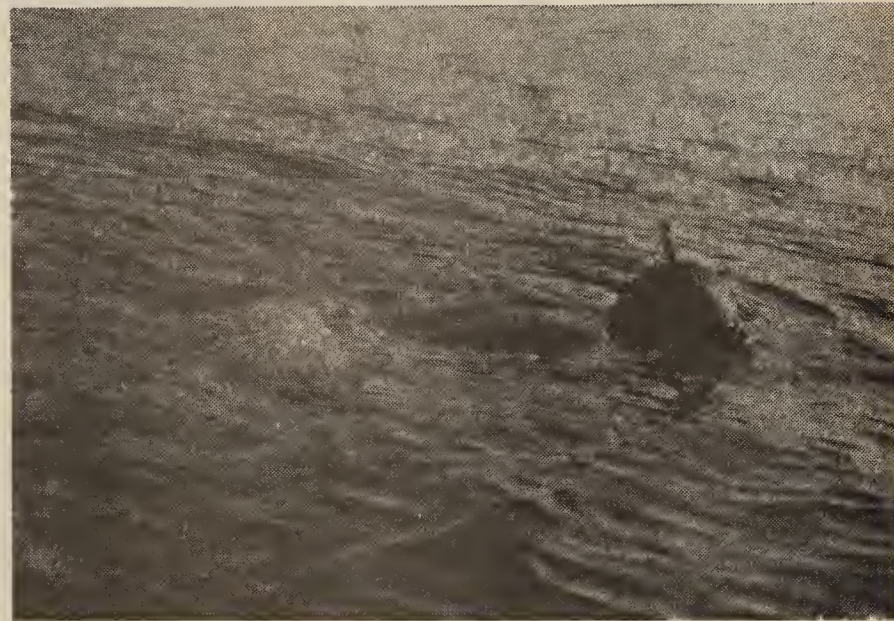
At Chacala we took a hike through the jungle up to an old volcano crater that is now filled with a swamp. It was hot, damp, and buggy, but quite a difference from the deserts of Baja. The town itself consists of a few shacks, pigs, chickens, and children, and a fresh water well where people were washing clothes by drawing up buckets of water.

We were running low on fresh water, didn't like the looks of that well, and had heard the water in Puerto Vallarta was not all that good. Another cruiser had told us about a little town called La Cruz on the north shore of Banderas Bay, with good water.

La Cruz has a breakwater and a nice little protected harbor with water available from a



Air-conditioning comes standard on this Mexican bug.

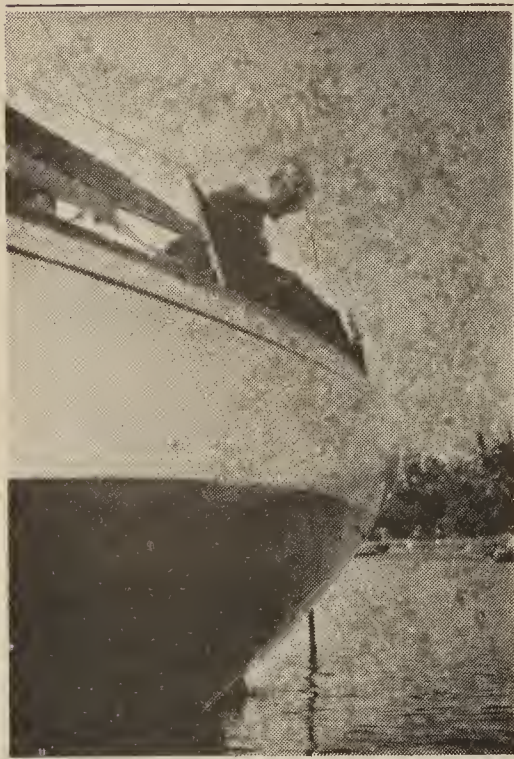


The Captain, possibly searching for more crew — or maybe even dinner.

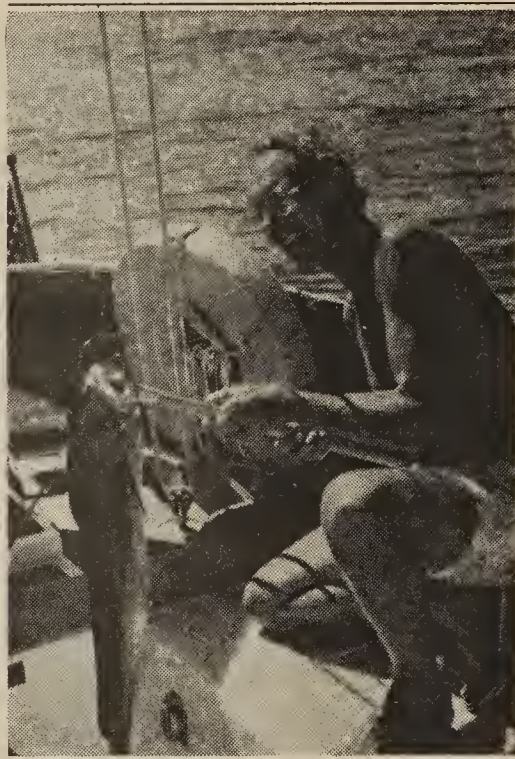


In a society without laundromats, the well's a popular congregating spot.

INNOCENTS ABOARD



Hard aground . . .



. . . hard a dorado.

tap in the park near the harbor. While filling our jugs, a seventeen-year old Mexican boy came up, and started speaking to us in passable English. He was going to school in the town and was using every opportunity to speak English so he could get a job in a hotel in Puerto Vallarta. When we complimented him on how nice the town looked, freshly painted, streets swept, flags flying, etc., he

told us everything had been spiffed up because the President of Mexico was supposed to have visited, but at the last minute didn't come.

We also found out that the town had a movie theater and that there was going to be a fiesta that night to raise money for the school. We decided to hit both of them. The movie was in a semi-completed building in

back of the store. It had half a roof. When you went in you picked up a chair from against the wall and stuck it where you wanted it. We noticed that most people were sitting behind us, under the roofed part. When it started to rain we found out why. After it finished raining it was fun watching a grade D American movie and the stars at the same time, munching on sugar cane sold by the kids circulating through the audience. Not bad for 50¢.

The fiesta was a ball. Everybody was dressed in their finest, including us. Betty had on a dress and I had on clean jeans. They blocked off the street, put out some card tables, and sold beer. There was a local band that alternated between Mexican songs and '50's rock. Since we were the only "gringos" there, the people got a kick out of watching us try to Lindy on a cobblestone street to "Rock-Around-The-Clock" wearing huaraches. The next morning our young friend complimented us on our dancing. He was a diplomat.

After all the isolated anchorages and small towns the harbor at Puerto Vallarta with fifteen to twenty cruising boats, ships, ferrys, and fishing boats seemed awfully crowded. We anchored bow and stern to save room, looked around and saw several friends we had met when cruising Baja. This started another round of parties. In line with the cruiser's policy of "living off the sea", some of these were enhanced by free ice and rum punch left over when the big tourist boats came back in the afternoon.

P.V. has a marina with fuel and water, and it is possible to get a temporary slip if you want one. The channel to the marina is a little tricky and after watching five boats run aground, some of them both going in and coming out, we decided to stay anchored and jug our fuel. Watching the antics of the boats aground was one of the favorite entertainments of the harbor. One floating palace, a 60-ft. power boat, hired a Mexican guide to pilot them in, ran aground and took five hours to get off. You could have heard the skipper in Sausalito.

Another entertainment was the Navy Band composed solely of bugles and drums that started practicing every morning at 5 a.m. They needed to practice because they were the worst buglers you ever heard. After one party that broke up late, we all went back to our boats and when the band started, we blew our horns back at them. They didn't get the message and played every morning



The harbor at Puerto Vallarta, one of the few places you can find a berth in Mexico.

anyway.

We took a side trip down the bay to a town called Yelapa. It is accessible only by boat or a twenty-six-mile footpath. There is one small hotel and a few houses. A lot of Americans are staying here to get away from it all. There are some good hikes up a river and to a waterfall with a pool under it that looks like a Hawaiian tourist brochure.

You have to anchor off the beach just outside the surfline in thirty or more feet of water and put out a stern anchor to keep from rolling. This was our first experience with this kind of anchoring and made us a little nervous about leaving the boat. We also made our first-ever surf landing in the dinghy. We all landed in the water. A wave picked us up, turned us sideways, and dumped us on the beach. It looks like we are going to need a lot more practice.

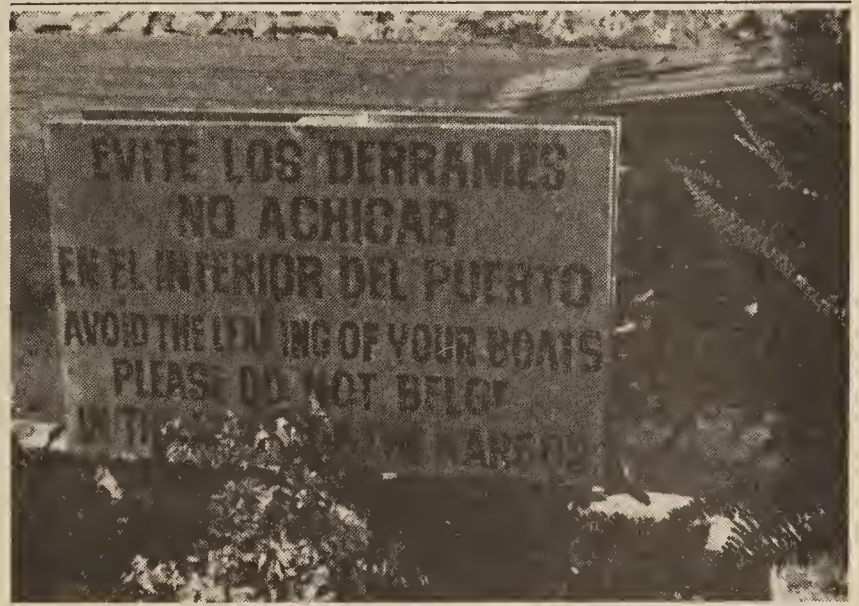
While we were in Yelapa we met some guys who were cruising after completing the Mazatlan race. They were the last-to-finish boat and had drifted for eight hours just off the finish line until the wind came up. The skipper said after sailing over a thousand miles that there was no way he was going to quit at the end.

When we got back to Puerto Vallarta they showed us a neat anchoring technique. One boat drops a bow anchor in the normal way, and the other drops one down-wind and backs up to the first boat. Then the two boats tie together stern to stern. Two boats, two anchors instead of four. We stayed that way for three days with no problems.

It was now early December and we couldn't procrastinate any longer. We are due back at work May 1, 1981, and we had to make a decision. If we were going to Hawaii we would have to go soon or we wouldn't have much time at the islands. After a lot of discussion and some soul searching, since it was much easier not to go, we decided to make the trip.

After four days of hard work provisioning the boat, getting aboard a full stock of fuel and water and a few minor repairs, we were ready to go. We did hedge our bet by setting a course for Cabo San Lucas, three-hundred miles away. If we had no wind and used a lot of fuel or had breakdowns we could stop in there, otherwise we could continue for Hilo on the island of Hawaii. We were concerned with fuel usage because we only carry forty-five gallons and would need to keep our batteries charged, and it was approximately one thousand two hundred miles before we

We don't sail in your garbage can, so don't bilge in our bay.



could count on picking up the tradewinds. Finding Cabo would also be a final check on our navigation abilities before jumping off into that big ocean.

We did stop at Cabo because on the way we ran into a gale that broke the staysail halyard block again, broke loose the radar reflector and generally tired us out. Not a

going without the genny as it had been our main method of propulsion, flying it probably 90% of our time under sail since starting the trip.

On the way across to Cabo it was overcast for a good bit of the time and we were navigating by dead reckoning. The second day out we passed a ship and called him up



Five in the morning drum practice, a speciality of the Mexican Navy.

good way to start a trip. But most serious of all, we ripped the leech on our genoa. The leech line had broken a long time ago and the constant fluttering finally tore it. Another case of letting something go and having it come back to bite you. We couldn't consider

on the VHF. To our surprise he answered. He was a SANKO line and was taking a load of Japanese cars from Los Angeles to Puerto Rico. Betty had a nice chat with the radio operator and asked him for a position check. It showed we had been blown about twenty-

INNOCENTS ABOARD

miles south of our DR. She asked him if he could see us on his radar. He wasn't using it, but turned it on and said he could barely make us out. We were only about two-miles away, so that wasn't very comforting. (The radar reflector was up in approved 'rain-catching' position at the time.)

While talking to him we checked our radar detector which is supposed to sound an alarm when swept by radar. It was only seven months old but no longer worked. Salt water had gotten into it. This was a big disappointment because we had planned on sleeping at sea, relying on this to warn us of ships.

Cabo is a different place in December than it is in June. There are probably ten times as many boats there during the winter. We again met some old friends, one with a sewing machine for mending sails, and made some new friends. Cabo looked mighty dry and barren after P.V., but the quiet inner harbor was a good place to go up the mast and make repairs.

We also found out that at least two people



Larry, up a tree repairing the courtesy flag.

are reading these articles. I was working up the mast when we were hailed by two people in a dinghy. "Are you Larry and Betty?" We agreed we were and invited them aboard. They had cruised down from Alaska and were on their way around the world. It is amazing to me the number of people who are taking off from the "real world" and going cruising forever. Of all the real cruisers we met, only one other couple was on some kind of a deadline to go back. It makes us kind of jealous because we are getting used to being on vacation.

Looking back on our original plan of sailing to the Marquesas, Tahiti, Samoa, Hawaii, and back to San Francisco, I feel we could have made it. But now, after seven more months of cruising, three more gales, anchoring in some tough places, practicing our navigation and learning so much more about the boat, we are far better prepared to tackle an ocean crossing and cruise the not-so-gentle waters of Hawaii in the winter. Hawaii, here we come!

— larry rodamer

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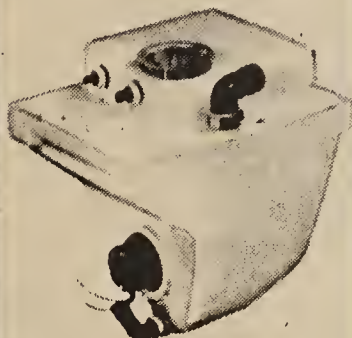
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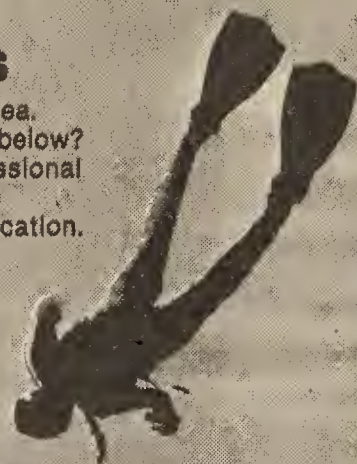
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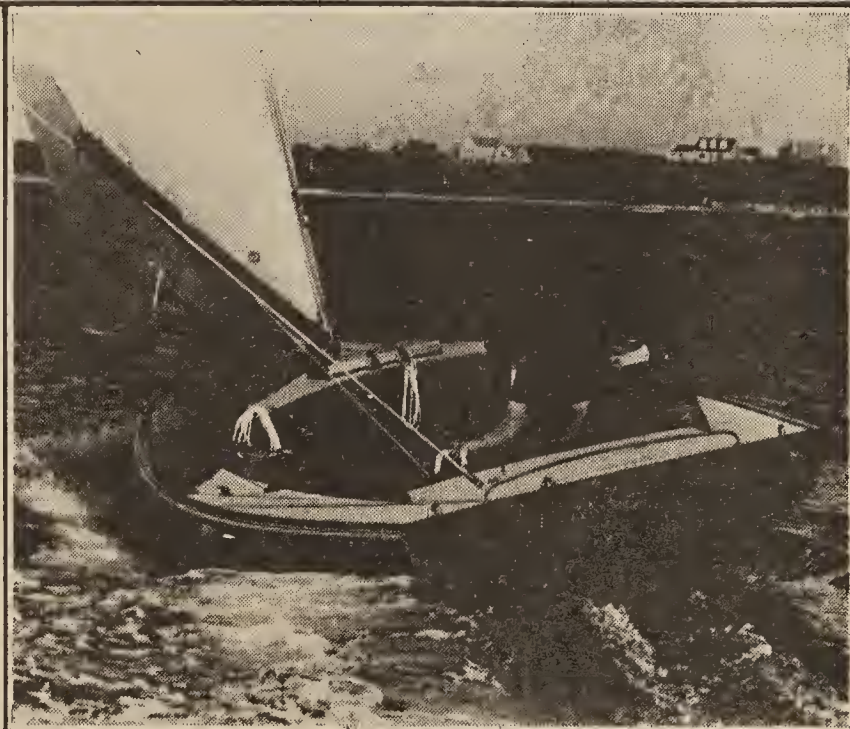
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"Well, I just hope I don't get seasick!" said one of the less experienced members of the crew.

We were sitting around the cabin table of a large aluminum sloop that was about to begin a season of ocean racing under a new owner. The boat had been built to the CCA rule in the late sixties, and was quite competitive in its day. Although it wouldn't have much of a chance with the current IOR fleet, the crew was certain that they could sail to their PHRF rating. This was the pre-race organizational meeting, and I was there because I had recommended several additions to the crew.

"Don't be discouraged if you do get sick," I advised. "Most people are seasick to some degree on their first ocean race, but nearly everyone is capable of becoming acclimated if they stick with it."

"Nobody's completely immune to motion sickness," added another one of the crew. "I read about some experiments done by

a critical frequency that would make them sick. Even the most macho test pilot could be made to throw up in only a few minutes."

"It sounds like they were just tuning the elevator to the slosh frequency of the fluid in the victim's inner ear," suggested the owner of the boat. "It demonstrates how some people can be super-sensitive to certain types of boats, and not affected at all by others."

"Should I bring seasick pills for Saturday?" asked the new crewmember, more to the point.

"It won't hurt to take some Dramamine or Bonine," said the navigator. "But I find that I'm okay as long as I don't get too cold or too hot. If you start getting queasy, stay on deck, watch the temperature, and concentrate on sail trim or something. In fact, one authority on the subject says that looking up at an angle of twenty degrees or more will reduce your sensitivity to motion sickness significantly."

"Good — you'll be on the mainsail trim on

"I used to take a Dramamine-Dexadrine combination," said the woman in charge of the foredeck. "It worked great, but the speed can have bad effects on a long race. Now I use a product called Kwells, which works much better than Dramamine. It's hard to get here, but they sell it over the counter in England and Canada."

I wondered how widespread the use of Dramamine-Dexadrine could be in ocean racing. It would seem that for a one-and-a-half or two day race, a crew could be at a real advantage by going a little heavy on the speed and light on the Dramamine. The foredeck woman said she knew of a few people who used it, including one who was on the winning S.O.R.C. boat a few years back.

"I'm sure he only used it for legitimate motion sickness treatment — it would be very unfair to use that kind of drug when competing in any sport requiring endurance and stamina," she said.

At this point one of the regular crew informed us that he was a druggist, and that we wouldn't have to worry about seasickness at all.

"Oh, no!" I thought. "He'll have the whole crew doped up on God-knows-what!"

But he explained his system before our imaginations ran too far.

"I have a large supply of Compozine suppositories — very effective. The mere suggestion of having to take a suppository in the middle of an ocean race is enough to keep anyone feeling fine!"

"I think the best thing we can all do," recommended the owner, "is to get lots of sleep, don't drink Friday night, and have a good breakfast Saturday morning. If you really feel that you have to take Dramamine, take it at 7:00 p.m. Friday, so you'll sleep for twelve hours and be ready to race when you wake up."

Our big winch-grinder told us about one owner who carried this philosophy one step



LOW SUSCEPTIBILITY TO MOTION SICKNESS

N.A.S.A., where they put potential astronauts in an elevator with no windows, and made it oscillate up and down a few feet. They found that everybody who tried it had

the way out," said the owner. "It takes constant attention. And I'd rather you didn't take any drugs unless you really need them. They slow you down too much."

drug. Brewer's yeast and liver pills are good sources, but watch out for the aftertaste if you take them when your stomach is already feeling unstable. And people with hypogly-

nounced.

"That's right," I said. "How could you tell?"

"Now you try it," he said to the big winch-

further.

"We always had to be at the boat at 6:00 p.m. the day before the race. We had a short practice sail, and then anchored for the night in Aquatic Park. Now, there's nothing much to do on an anchored sailboat, and we were all pretty tired after a day of work and a practice sail, so we were all usually asleep by 9 o'clock! Also, Aquatic Park is a bouncy anchorage. So our equilibrium systems had all night to get used to the pitching and rolling at the right intervals. No-one ever got seasick on that boat — not even on the Waterhouse two years ago."

"I don't agree with there being 'nothing to do on an anchored sailboat'," said the foredeck woman.

But the owner seemed to like the idea of having his whole crew stuck onboard the night before the race, and said he'd try it if seasickness became a problem.

Then one of the crew asked the druggist if he knew anything about a motion sickness treatment consisting of a pair of adhesive patches treated with some kind of locally acting drug, that you stick on right behind your ears.

"Sounds like a good idea," he answered. "That way the drug only acts on the inner ear without all the systemic complications. But I don't know anything about it. I do know about some accupressure points on the forearm, though, that are said to de-sensitize the inner ear. You can get a special arm band with little buttons that press against these points. I'll see if I can find out where to get some."

"Aside from those suppositories," I asked "do you ever recommend any particular drug?"

"Not really — there's so much variation from one person to another. But I would recommend heavy vitamin doses, especially all the B vitamins, before I'd recommend a

cemic tendencies should be especially careful to eat a substantial breakfast and avoid sweets."

"I heard somewhere that covering up one eye also helps," added the winch-grinder.

"Is that why pirates wear eye patches?" asked the owner.

"Oh come on," said the foredeck woman. "Any self-respecting pirate would be fully acclimated. They lose their eyes because most pirate ships were built back when they used reel-type halyard winches."

"You know, eye coordination is probably a lot more important than most people realize," explained the navigator. "In fact, there's a simple eye test to determine how susceptible a person is to motion sickness."

"What kind of eye test?" we all asked at once.

"Stare straight ahead," he instructed.

I looked right at his nose.

"Now, rock your head slowly from side to side, keep staring at me, just heel your head over 45° to port, then 45° starboard."

I did exactly what he said.

"You almost never get seasick," he an-

grinder.

After the same test, he said our grinder was moderately susceptible but must be well acclimated with all the racing he does.

"I did get sick a lot when I first started sailing in the ocean," the grinder confirmed.

Finally we got the navigator to explain how the test works: If the eyes stay centered while the head rocks, susceptibility is low. If the eyes roll to the high side, susceptibility is high. He said that a friend of his had devised the test, and that he knew of no scientific studies that could support its validity. So we spent the next half hour staring at each other, rocking our heads back and forth, arguing about whether the test really means anything.

It may be that the only sure remedy for mal-de-mer is terra firma. But there's a large number of preventive measures that can be taken, and a few of them might actually work. Ocean racing is a lot more fun if you can keep your lunch where it belongs!

— max ebb



HIGH SUSCEPTIBILITY TO MOTION SICKNESS

BULL RUN

"A singlehanded race? Don't be absurd!" I said. "The boat isn't rigged for singlehanded, you're too old, and this time last year you had a broken back. Forget it!" I said emphatically. "Besides, we have no autopilot, and it usually takes you ten minutes to reef with our entire crew," I continued. How was I to know he meant the Bullship Race, from Sausalito to San Fran-

cisco in El Toros?

I felt a little sheepish, but he suggested that I go too, and perform Cowship duties. I instinctively didn't like the sound of THAT, but he informed me that Cowships were big boats that motor along with the El Toro fleet to help out if needed.

John goes about things fairly scientifically, but he's not too organized. (He's the type that will climb up on a ladder to paint and then say "get me a brush, will you?" followed by "I think I left the paint in the garage.") So when he got up early on Friday, the day before the race, and drove to Sausalito to check out the conditions, I was not surprised when the phone rang and he asked me to find his tide book and read off the day's conditions, and would I check the race instructions . . . was the start at the Sausalito Yacht Club or Ondine's?

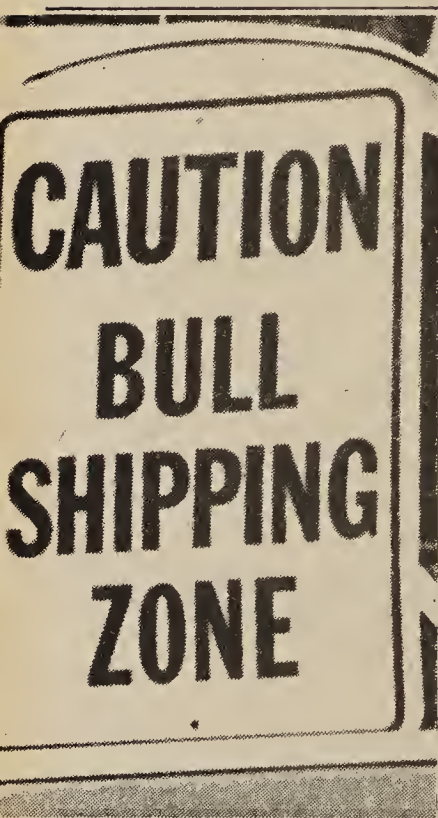
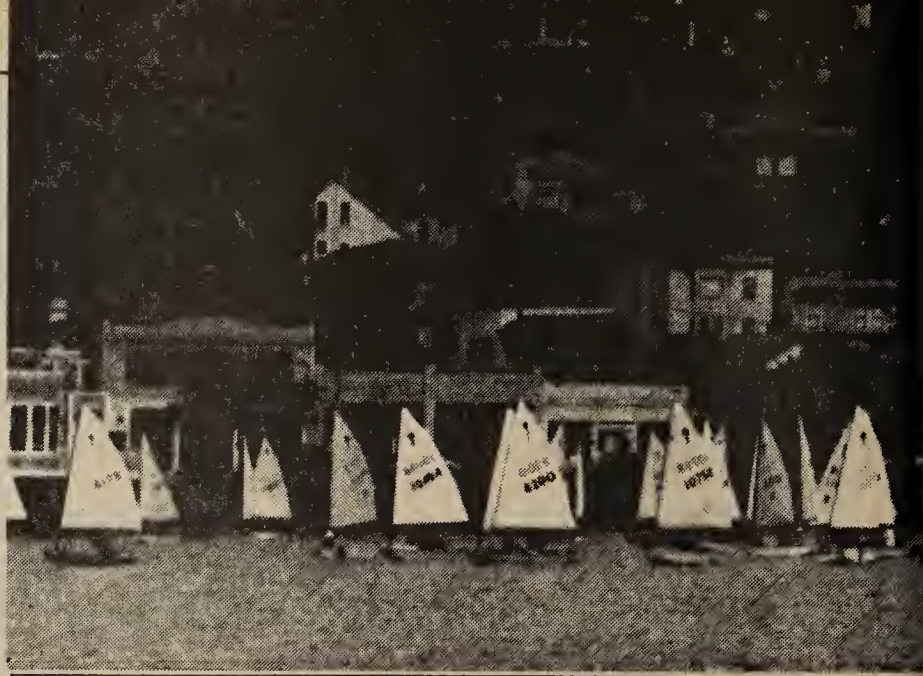
The tide, he discovered, was predicted to be a 3.4 knot ebb. "Why don't you sleep in and then drive to Yellow Bluff and watch El Toros drift out the Golden Gate Bridge?" I teased. Somebody else suggested that he cross the starting line and then

anchor until slack water.

and a hydraulic vang. God it was awesome!

After Friday morning's course inspection he reported that the ebb didn't seem that strong and there was an encouraging, consistent breeze.

Saturday morning he awoke with the sun. "I had this terrible dream!" he said. "I was nearing the starting line when I saw this incredible El Toro," he continued. "I couldn't believe my eyes. It had a multi-stripe Imron paint job in hues rangings from black through grey to silver. On the stern it said *The Macho Machine*. When he jibed over onto starboard I could tell by the crackle that he had a Mylar mainsail, and when he crossed my path, I saw them . . . teeny, tiny stainless steel Barient winches gleaming on the gunwales,





From astern I could see that he had an instru-

ment console and a carbon fibre boom with

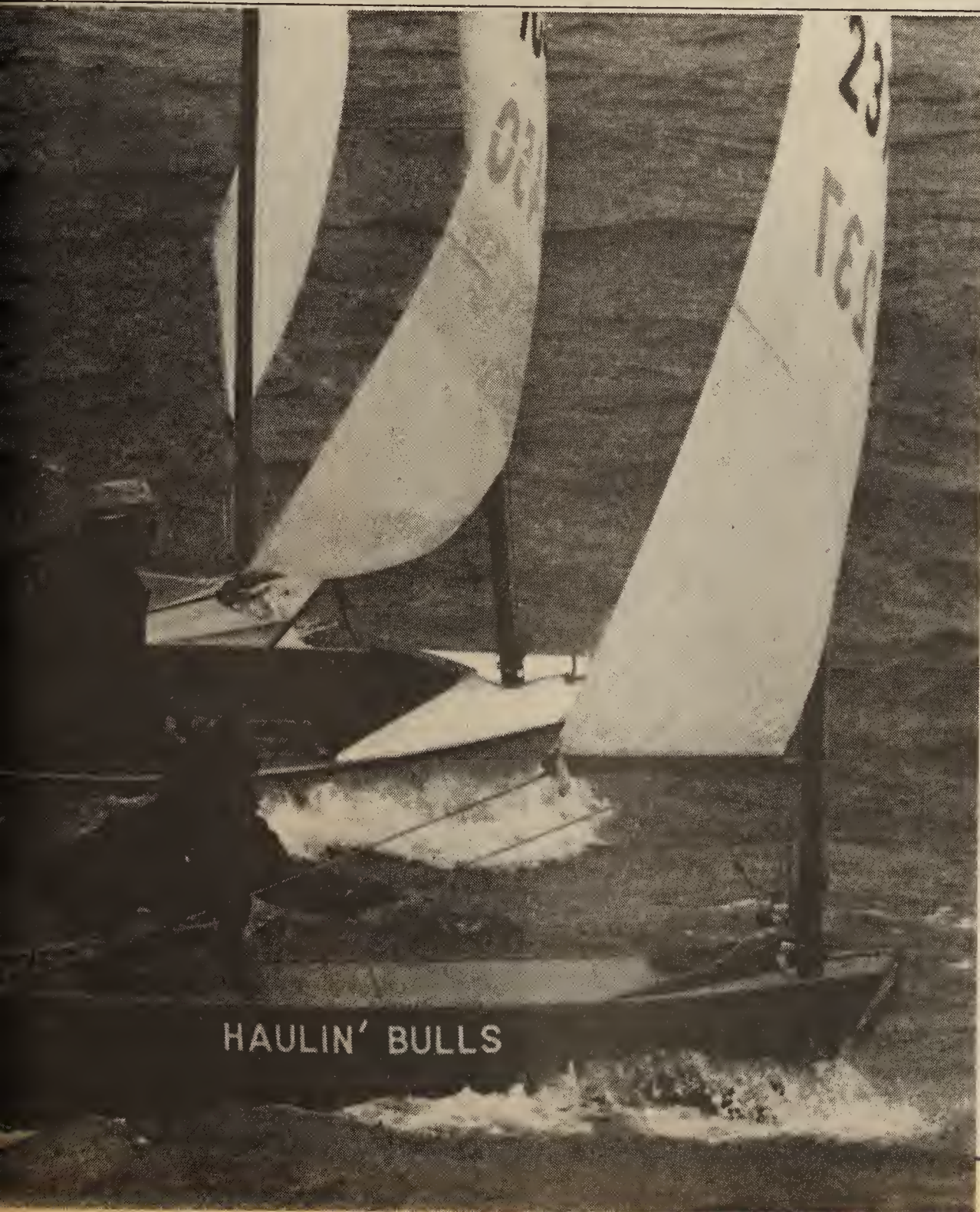
lightening holes. I knew that the days of simple

head to head racing in an El Toro were gone. I'd have to invest \$10,000 in an 8-ft. boat in order to be competitive. What a nightmare!"

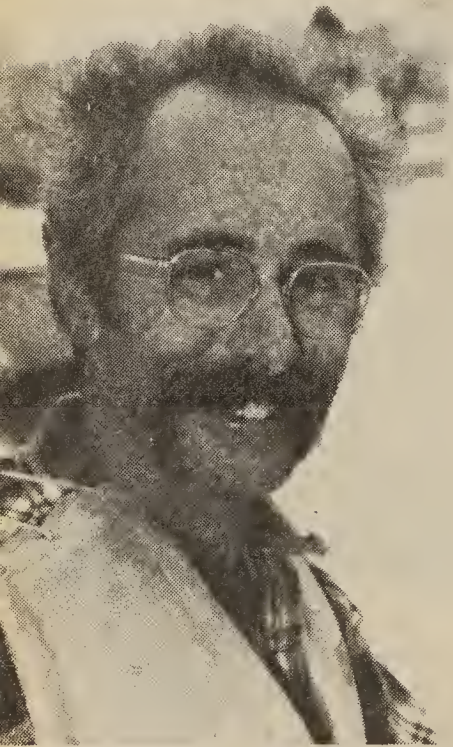
A cup of coffee woke him up and calmed him down, and soon we were headed for the race course.

There wasn't much other movement at 7 a.m. as we towed the El Toro down the Sausalito channel, but when we rounded the Spinnaker Restaurant, the tiny cove in front of the Sausalito Yacht Club was swarming with sailing dinghies, like a giant horde of gnats. We inched our way through the fleet and deposited John within sculling distance of the dock where he was to check-in and receive an identifying ribbon for his boom. Then we positioned ourselves near the starting line opposite Ondine's to await the gun.

The starting area was an incredible sight. One hundred El Toros clustered like the start of the Boston Marathon, and we watched as John



BULL RUN



Henry's fifth.

worked his way up the windward side.

BANG! And he was one of the first to dart across the line. His lead was only momentary though, as the leeward-most bulge of the fleet surged ahead on a more favorable puff.

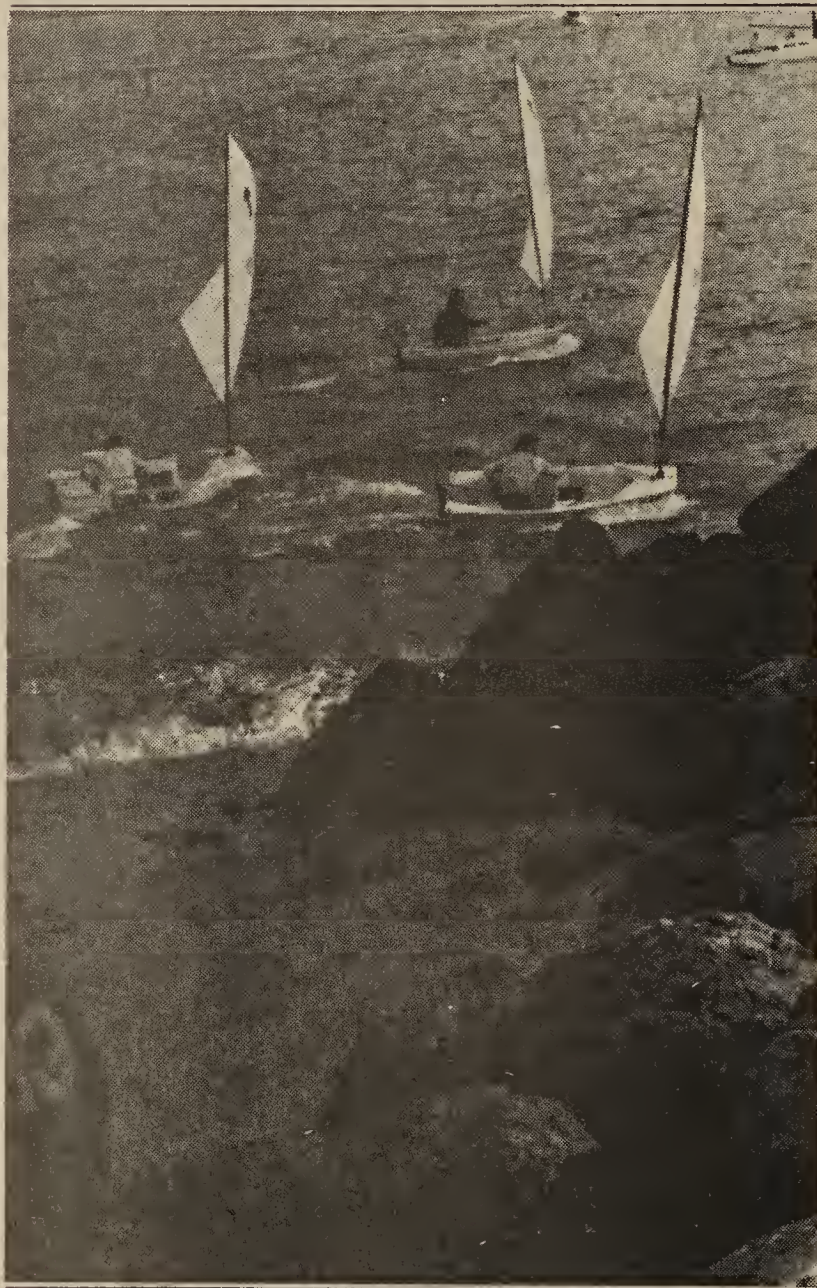
Within twenty minutes, the swarm of little boats was scattered far and wide, the Cowships lurking on the fringes for moral support.

There was a nice breeze, pocked here and there with calmer spots, and the wind picked up continuously as the race progressed. The breeze against the ebb kicked up a mean chop and we began to see signs of uneasiness among the sailors. Many were bailing and a few were doing "chicken jibes", turning the boat backwards to tack through the wind rather than attempting a precarious jibe.

With the fleet widely scattered now, the Cowship skippers were trying to cover the fleet while not blanketing the tiny sails or creating a dangerous wake. Some of the spectator boats were not so thoughtful, and one speed demon, steering from inside his big motorsailer while looking into the distance through binoculars, raced past us and crossed within ten feet of John's tiny bow, creating quite a roller coaster ride which registered on

John's race, a recognizable combination of horror and rage.

Nearing the San Francisco side, we could see that the strategy was the head for shore and ride the early flood tide to the finish line. We had been underway less than three quarters of an hour when it appeared that the winner was about to cross the line. We motored over that



way, hoping to get an award-winning photograph of the first boat, when all hell broke loose on the City Front. We saw one boat go over, and soon there were close to half-a-dozen capsizings and at least two dismastings.

I cringed when I thought of John out there, his only El Toro experience having been in the Delta, racing around Clorox bottle buoys in The Meadows. But Cowships rushed to the rescue of the downed boats, and soon the





whole fleet was safe inside the breakwater, tacking to windward up the channel or being towed by a Cowship.

The Bullship skippers and friends gathered in the parking lot of the St. Francis Yacht Club where Irish coffee warmed their chilled bones and dinghy racing stories were swapped. The general consensus was that, for El Toros on the bay, waves posed the greatest threat, and a few commented that racing buoy "A" in front of the St. Francis is a lot

bigger than they thought. "How come the same people always win, or their relatives?" somebody wondered aloud. And everybody I asked said they would do it again next year.

Awards were announced from the back of a pickup truck as rain began to pelt the early morning throng, and by 10:30 it was all over. Fifth-time winner Hank Jotz had set a new Bullship record of forty-eight minutes.

As I rubbed his frozen feet, John accepted a handsome



cardboard boat and crayon trophy from our kids, for taking sixty-fourth place. "Just think, Dad," one of them said, "you beat thirty-six other boats!"

— sue rowley

RESULTS

First.....	Hank Jotz
Second.....	Arnie Quong
Third.....	Dan Oullet
First Woman.....	Sally Robertson
First Maiden Voyager.....	Fred Miller
Long Distance.....	Jim Ayres (Virginia)
Tail End (31st Place).....	Debbie Everett

MASTER MARINERS

From the mid-1860s and intermittently on through the early 1890s, one of the biggest civic celebrations in the brash, brawling port of San Francisco was the Master Mariners Regatta.

Traditionally held on July 4th, it was a no-holds race among working sailcraft on the bay: scows and schooners, sloops, yawls and brigantines.

The encroaching age of steam at the end of the century, however, put the sailing merchantmen in irons, bringing with it, too, an end to the Master Mariners Regatta.

It was not until 1965 that the event was resurrected, this time by a group of San Francisco bay yachtsmen.

One of those sailors was Bill Vaughan, a fifty-year old Alameda attorney who'll be sailing his 54-ft. yawl *Evening Star* once again in this classic event Sunday, May 24.

Vaughan's role in restoring the convocation of great coastal sailing woodies is, of

course, significant. An active sailor since his Sea Scout days in 1946, when he purchased a 12-ft. cat boat for fifty dollars and began sailing the unpredictable waters of Suisun Bay, Vaughan has had an abiding interest in classic vessels.

He is the former owner of the *Billiken*, a 40-ft. yawl built in Alameda in 1914 by Frank Stone's foreman, Charlie Morton.

His racing record aboard the lithe and graceful *Evening Star* certainly matches the competitive heritage carried by the yacht before Vaughan purchased it in 1973.

Under Vaughan's helm, they've won the divisional title in the 1978 Singlehanded Farallon Islands Race; he was first in the Classic Yacht Division, Ancient Mariners Race, Long Beach, 1977; first in the Boreas Race, 1976, including first to finish, best course elapsed time and first in Division A; third in the Silver Eagle Race, 1976; first in O Division in the 1974 and 1976 Master Mariners, second in 1977 and fourth in 1978.

The yacht was designed in 1936 by John Alden, and built in 1937 by Herreshoff for Frederick Ford of the Detroit clan. In her first race, she won the 1938 Mackinac Island classic. *Evening Star* was a stellar competitor in eight Ensenada races when owned by San Diego Y.C. Staff Commodore Gene Trepte.

We talked with Vaughan about the race and the people who joined him those days to bring back the Master Mariners event.

How was the race resurrected in '65 and who were the people that made it happen?

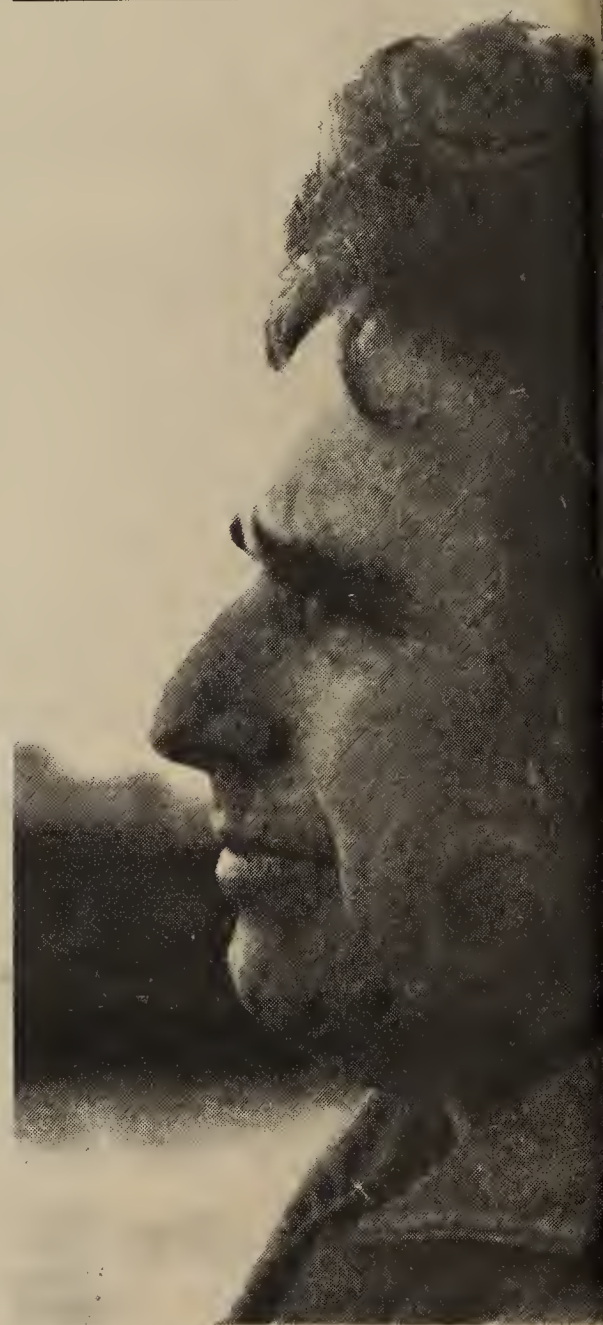
I was called upon to be boating events chairman for Maritime Day in '65, this was a traditional event held every year on May 22.

Along the way I got together with a fellow named Ray Delrich of American President Lines and he had been a participant in the old rowing races, so he wanted to revive the rowing races. I'd been a history fan and I wanted to revive the Master Mariners Regatta; it had come to my attention in a couple of articles in *Sea* some years before.

Then a friend of mine I'd gone to college with — Roger Olmsted — who's now doing a lot of marine archeology, wrote an article for the *American West* magazine, historical quarterly, beautifully done, with pictures of the old course. I'd known Roger since the early 50's and respected his scholarship, so I

asked him over a period of time that I'd like to revive this thing and what would you suggest?

Essentially what he said was, 'Get the biggest goddamn boats you can get, put 'em in the race and try to attract the public by put-



Bill Vaughan, the man most responsible for reviving the Master Mariners.

ting together a decent course that will allow people to see it'.

I put together the same format we have today. The yachts represent the working boats

which used to participate in the regatta. The only way we could have historical continuity was to have the sponsors from the maritime industry — so that, in essence, they were sailing on the vessel. It was their vessel for the day.



MICHAEL DOBRIN

the hatch and start talking with the guy. Very few people thought we'd find that many boats. Lots of schooners tucked away in spots here and there; people who'd been cruising and on the way through.

Later on, we had boats coming up from Southern California like *Astor*, which was a famous Australian racing schooner, and of course the 83-ft. stays'l schooner, *Serena*. Ken DeMeuse brought her up. Rollo Wheeler's *Rendezvous*. Rollo's idea of going sailing was to take a magnum of champagne and all the food you could eat and go out there and have a lot of fun. Rollo's boat wouldn't go to weather particularly well, so he'd have to have a couple-three meals on board just to finish the race.

Bill Ritter was instrumental in getting some of the old timers into it. And Larry Knight was of some assistance. He was pretty old by that time, but he was certainly of help. We had a guy name Ray Bowes who was a member of the Master Mariners Benevolent Association way back when. He had a firm called Bowes and Andrews and they were ships' carpenters, used to put wood partitions in holds so that cargoes would not shift around.

Harry Dring was enthusiastic about this, 'cause he was in the middle of the *Alma* project.

Jim Enzensperger was in with Pacific Far East Lines. Jim was my race committee chairman, a charter member of the Sausalito YC when it broke away from the San Francisco YC. He had a lot of friends he could draw upon; Jim's wife was a Madden of the Madden & Lewis family, so they were interested in the historical aspects of it.

Robin Hobart took over the handicapping when Jim was in Japan. That was our race committee; it was sort of a family affair. They had their kids out spotting and starting the races, a tremendously efficient bunch.

Looking back on that first race, when it was over, did everyone say, "Boy this is really going to stick"? Were they enthusiastic?

Everyone was very enthusiastic. It very rapidly became sort of a classic, and that, of course, attracted other boats. One year we had *Serena*, *Charmain*, *Constellation* and *Astor* all racing in the schooner division. That was a pretty good turn-out. One year *Stormvogel* was in town and they wanted to join the Master Mariner and that precipitated a big controversy, one of the many that

we've had over the years.

We were at the St. Francis for the luncheon. Jim Enzensperger was chairing and he made the mistake of bringing up the subject before the group. Peter Enberg, sailing master on the *Stormvogel*, said, 'We ought to be able to go in because we've got a bowsprit'. We pointed out that it was not just a bowsprit that made a boat a Master Mariners boat. Bob Ford was there with *Yankee*, and of course he wasn't happy about racing against *Stormvogel*. Bill Stewart in his usual bluff manner said something to the effect, 'That's bullshit!' and so it went.

Stormvogel was invited to watch but not participate. *Stormvogel* was, at that time of course, a pretty light racing machine that had been going around the world advertising Bruynzeel plywood for Mr. Bruynzeel, who owned her and she was wiping everyone out.

How did you go about rounding up the competing yachts and what were some of the initial reactions?

Go to the harbor, any harbor, and beat on

MASTER

"I would like
to see the Master
Mariners become
a little more
selective."

It was like putting *Windward Passage* in the Master Mariners as far as we were concerned.

When did you actually begin competing?

I didn't compete for a couple-three years. I didn't have a boat that I considered useful for that type activity. I got a Colvin ketch in '65-'66, whenever it was, which seemed to fit reasonably well and at that time George Kiskaddon wanted to race a boat he'd designed. It was a cat ketch and a very speedy little thing so I figured if he could put his cat ketch in, I could put this Rosiland ketch in, a traditional type vessel, so we went out there hammer and thong and George beat the hell out of me. Her name was *Paramour*.

And then when Bill Ritter died, I bought *Billiken*, which was a real Master Mariner vessel. Raced her several times, but never won. The first time I won in *Evening Star*, *Billiken* won under a new owner.

Most exciting race you were in?

Well, there have been some interesting disasters. We've had a few dismastings and other things going on. I've always avoided getting in that mess at Yellow Bluff.

In the '78 race we were trying to set our spinnaker right at the last and somebody got it under the lifelines, so when we hoisted the spinnaker we were afraid we were going to pull the lifeline out too and it destroyed the sail right then and there. We finished in a dead heat with *Shamrock* and *Skylark*.

What holds the modern course elapsed time record?

I would say *Serena*. She finished the course in about fifty-five minutes one time and we're talking about a seventeen-mile course. Last time I saw her she was down in Southern California. We had gone down to race in the Ancient Mariners and she was in that race. Of course we were very happy as we took the classic yacht division in the Ancient Mariners in Long Beach.

Course strategy this year?

It's going to be a flood tide race this year. It's like last year, when the big boats went down to Mark 24 off Angel Island and with the flood tide it means the big ones will be coming up the beach on Angel Island for a

while to get around Pt. Blunt to go to Mark 12, which is Little Harding, then you go to Crissy and finish. So I'd anticipate that we'd all be doing about the same thing, trying to get there as fast as we can.

Can you give us your recollection of the famous buoy incident (of '76)?

The big problem that caused the entire buoy incident I guess was that the Coast Guard in its wisdom removed the outer and inner degaussing buoys, which forced us to forsake our traditional marks and to try and



set a mark off Gashouse Cove.

At this time we had some people from the Classic Yacht Association who were anxious to help, so they were to go out and set this buoy. I never had anything to do with handicapping this race or running it; I'd rather go out and do it, you see. One of the fellows who was to set the mark decided that he

wasn't going to show up. So there was no one to set the mark! I really didn't want to set the mark, but somebody had to do it or else we wouldn't have a race. I went over to the Oakland Yacht Club, borrowed the marks, not knowing if they were adequate for that type of activity.

I anticipated that it would be touch and go at best and whether that mark would hang in and stay on the surface. I told this fellow on the foredeck, stick a retrieving line on this thing so in case everything goes to hell, we'll be able to get it back up and reset it where it

better. So the only thing to do was call the Race Committee and tell them to hail everybody, tell them the course had been changed. Which they proceeded to do, but apparently not everybody could hear.

So we started the race. *Orion* was right ahead of us. She was hoisting her mizzen spinnaker and I couldn't understand why she'd want to do that when we were almost to the mark and we were going to round — and he kept on sailing. Oh, God! So we ended up — unfortunately — winning the race.

Do you see any changes, an evolution, within the Master Mariners?

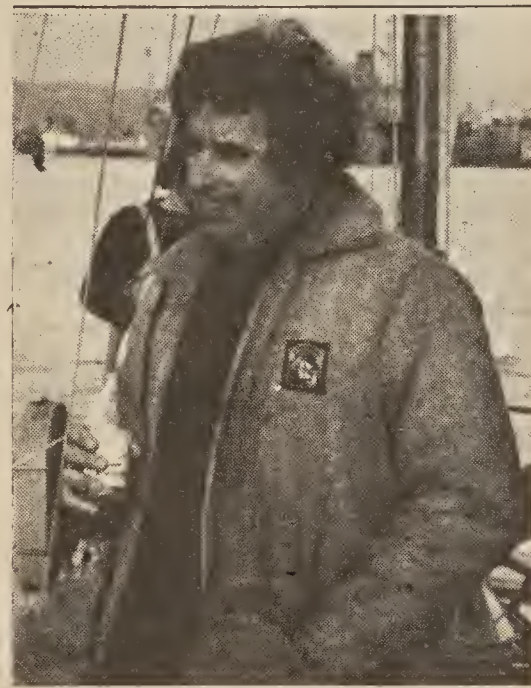
Well, I would like to see the Master Mariners become a little more selective. I don't think having vast numbers of boats is important. I think it is important having the right number of the right types of boats. It seems to me that we ought to encourage those who have old boats and those with unique, but old-time rigs, to race in the Master Mariners.

It is really a joy to see people like Hal Sommer who had *Freda*, and of course *Wander Bird*, which I doubt very much he's going to race, unless we can get Pete Sutter to sail it, but Hal over the years has done some magnificent work on these vessels, and some have appeared in the Master Mariners quite a bit. *Polaris* is a 1913 sloop — I haven't seen her in quite a while. It's owned by Bob Portious, master of the Pilot Boat. Always like to see *Yankee*; *Martha* came all the way down (from Puget Sound) to race and ended up with no wind. Some boats we used to see I haven't seen in a long time, like *Tai Fung*; don't know what happened to her.

We're getting one of the first brigantines we've had in the race, *Anna Maria*, back this year. Like to see *Rendezvous* back, especially in memory of Rollo, who'd been such a great help in this race.

— michael dobrin

You can take your picnic basket and catch a look at some history on May 24th when the Master Mariners go at it. Best vantage points will be anywhere along the City Front, especially from Fort Point to Gas House Cove. The fleet gets off to a reverse order start — small boats first — around noon. See you there!



"EVENING STAR" AND "BILLIKEN"
HAIL AND FAREWELL - CHRISTMAS 1973

A Lyle Galloway drawing of a couple of Bill's boats.

is a little quieter.

We went over and did our thing and he says, 'It's gone!' so I said pull it up again. He says 'Oh, I forgot the retrieving line'. Oh shit. We didn't have any other mark except the one we were going to put up at Presidio Shoals and that one wasn't about to be any

GUIDE TO THE

Adios — Don Harlander & Quentin Lewton, Benicia, CA. 60-ft. yawl, designed by Sparkman & Stephens, '38.

Aeolus — William Rickman, Fair Oaks, CA. 34-ft. sloop, designed by James DeWitt, Sr. in '35 (apprx.) and built by Emerson Doble in '61 at his Alameda Boat Works. Sunset sloops sisterships to **Coho** and **Joy**.

Aida — Robert Blackset, Twain, CA. 34-ft. yawl; designed by Sparkman & Stephens in '30, built by Fellows & Stewart in '30.

Aida — Walter Knox, Oakland, CA. 25-ft. Spitzgatter sloop, built '36.

Anacapa — Gary King, Pt. Richmond, CA. 43-ft. Alden Marconi cutter, built at Fellows & Stewart Yard in Los Angeles, '36. Placed 17th overall in '47 TransPac.

Anna Maria — John Osborn, Tiburon, CA. 32-ft gaff brigantine, Atkin design, built '64. Owner Osborn competitor in first 8 Master Mariner Regattas (since '65), sold boat, then repurchased last month.

Apache — Todd Morcott, Palo Alto, CA. Gaff yawl, 34-ft., Seagoer replica of the '15 vessel sailed around the world by famed singlehander Harry Pidgeon.

Araminto — Kermit Parker, San Rafael, CA. 33-ft. Herreshoff sloop. Parker is a founding competitor in the modern Master Mariner, having raced every time since '67.

Bequia — Robert Gilbert, Bernard Johnson, Oxnard, CA. 41-ft. gaff cutter, Laurent Giles design from '30, built at Bequia Boat works '78.

Bimi — Basil Knauth. 31-ft. Norregard ketch.

Black Witch — Don Davis, Belvedere, CA. 32-ft. gaff sloop, designed by Winslow '36.

Briar Rose — John Ough, Concord, CA. 30-ft. gaff Tahiti ketch by Hanna, built by Sweet in '44. Master Mariner racer '72-'79.

Brigadoon of Boothbay — T. K. Klaus, Alameda, CA. 50-ft. gaff schooner, designed by Herreshoff, built '24 at Britt Bros., Boothbay, ME. Previous owners include Sterling Hayden, actor John Mills and rock band Quicksilver Messenger Service; voyages include Hawaii and Tahiti.

Bullfrog — Michael Rogerson, Redwood City, CA. 30-ft. gaff cutter, designed by Garden, built '47 by Lester & Franck, Classic Archer redingskoite North Sea rescue design.

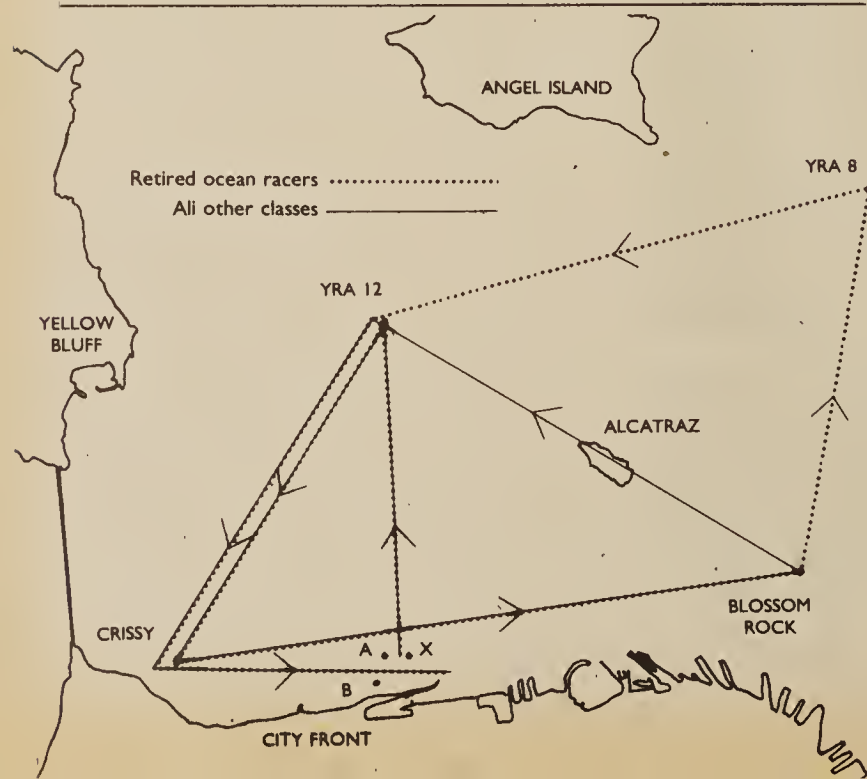
Cavu — Drs. Robert and Joseph Alderson, Greenbrae, CA. 40-ft. Monk ketch, built '40 at the Blanchard yard, Seattle.

Cedalion — Karl & Lois Limback, Orinda, CA. 37-ft. sloop, Farallon Clipper by Stephens.

Charmain — Bill Williams, Rohnert Park, CA. 58-ft. schooner, built Bath Iron Works '25.

Chimera — Bill Belmont, San Francisco, CA. 29-ft. Marconi sloop, designed and

The Master Mariners Regatta is May 25th — here are the courses if you'd like to watch.



built at Nunes Yard, Sausalito, '37-'39.

Chorus — Peter & Kathleen English, San Rafael, CA. 38-ft. Kettenburg Marconi sloop, built '58 on '46 design.

Coaster — Stephen Rogers, Santa Cruz, CA. 41-ft. gaff rigged Murry Peterson coaster schooner, built by Pendleton in '35.

Contenta — Chuck Levdar, Los Altos Hills, CA. 40-ft. Lapworth Marconi sloop, built '60 by Charmon & Koldston.

Cygnus — Stewart Brand, Sausalito, CA. 25-ft. gaff schooner, built Inverness '65, replica of early 20th century McKie-Roth design.

Dauntless — Richard Williams, Oakland, CA. Schooner, 61-ft., built 1930, Dauntless Shipyards, Essex, CT. Winner, both TransAtlantic & Bermuda races, circumnavigated twice, designed by John Alden. MM competitor '78.

Delaware Dolly — Don Sanders, Benicia, CA. Garden designed 40-ft. ketch.

Dolphin — James Leech, Mill Valley, CA. 31'6" sloop, Knud Reimers design from '39, built by Jensen in Denmark, '39.

Duyong — Paul Hartnett, Sausalito, CA. 33-ft. Atkin design ketch.

Eclipse — Richard & Milly Biller, Richmond, CA. 31-ft. cutter, Knud Reimers design, built '40. Once owned by Norwegian prince.

Erica — Dave & Gene Erickson, Tiburon, CA. 32-ft. gaff ketch, Atkin/Archer design from '24, twice cruised Hawaiian Islands.

Evening Star — William Vaughan, Oakland, CA. 54-ft. yawl, designed John Alden '36, built Herreshoff '37. Distinguished racing record — 1st Mackinac Island '38. 1st divided rig, Ensenada race '59; 1st O Div. Master Mariners '74 & '76; 1st Boreas '76; 1st Classic Yacht Division, Ancient Mariners race, Long Beach, '77; 1st Singlehanded Farallon Race, Nov. '78.

Fair Lady — Pete Woodward, Tiburon, CA. 33-ft. Marconi ketch, Garden design, built Anderson Boat Works '56. Cruised extensively Californian/Hawaiian waters.

Felicity — Neal Rayborn, Los Altos Hills, CA. 40-ft. Lapworth sloop.

Genji — Harlan Pratt & Charles Hendrickson, Larkspur, CA. 36-ft. Marconi ketch, Herreshoff design, built '47 by Drath Godfredsen, Master Mariner competitor since '65.

Halcyon — Roger Fleck, San Francisco, CA. 42-ft. ketch, Garden design, built at Blue Peter design firm in San Francisco '68.

Holganza — Frank Ecker, Oakland, CA. 36-ft. yawl, built by H.H. Foote, '41.

Inchliffe Castle — Greg Shook, Vallejo, CA. '38 Alden 30-ft. Marconi sloop.

Isabella — Bert Simmons, San Francisco, CA. 32-ft. gaff ketch, designed by Donovan in 1880s.



MASTER MARINER FLEET

since '73.

Paniolo — Mike McQueen, Danville, CA. 30-ft. Herreshoff sloop.

Patience — Ed Gibson, Sausalito, CA. 36-ft. Marconi ketch, designed by L. Francis Herreshoff in '46-'47, built by Chaulker, '53.

Puffin — Paul Major, Oakland, CA. 40-ft. Sparkman & Stephens yawl.

Queen Bee — William & Karen Durbin, Redwood City, CA. 40-ft. Marconi cutter, Ted Geary design from '41. Several Mexican races in the '40s & '50s.

Quissette — Dan & Sue Davies, Sausalito, CA. 42-ft. schooner, original **Coaster II** designed by Murray Peterson for his own use in '30. Belonged to actor Rory Calhoun in '50s, sailed to Hawaii in '78, Master Mariner competitor since '76.

Rejina — Roger Sobel, San Francisco, CA. Built '64 from a **Popular Mechanics** design, Discovery class, 22-ft. sloop.

Renegade — Pamela Rogers, Sausalito, CA. 25-ft. gaff tops'l cutter, designed by Lyle Hess in '50, built at Los Angeles shipyard '50. Prototype to **Serrafyn**.

Runa IV — Peter Pike, Ross, CA. 36-ft. Marconi sloop, built '18 Nielsen Bros., Copenhagen.

Saoirse — Steve Stock, Alameda, CA. 24-ft. cutter, William Atkin design from '33, built Sweden '56, sailed first to Columbia then to S.F., with Hawaiian cruise in '65.

Salt Flower — Bruce Westrate, Palo Alto, CA. 35-ft. Marconi ketch, designed by Fleming Day in '16, built by Kellog, '48.

Santana — Eden & Eden, San Francisco, CA. 55-ft. yawl, once owned by Humphrey Bogart, veteran Master Mariner competitor, designed by Olin Stephens & built by Wilbo in '35.

Sassy Sarah — Robert L. Mielenz, Citrus Heights, CA. 25-ft. Cape Cod catboat, designed by Wittholz, built by Chandler in '76, gaff rigged, 26' boom.

Seafarer — Fred Waters, Redwood City, CA. 48-ft. gaff ketch, built '10 by Hathaway & Lewis to William Hand design.

Shearwater — Thomas Donnelly, Newport Beach, CA. 67-ft. schooner, Wells design, built '29 for the Dunlap family of Boothbay, Maine. Formerly owned by Kingston Trio, just completed 2½ yr., 50,000 mile circumnavigation. Sailed once as **Tasarit**.

Shiralee — Christopher Ames, San Francisco, CA. 31-ft. Lapworth sloop.

Stormy — Michael Douglas, San Rafael, CA. 35-ft. Ohlson yawl, built '58.

Suds — Suzanna Abbott, San Francisco, CA. 34-ft. Wayland designed cutter, built '34 by Anderson & Cristofani.

Sumiki II — Frank C. DiMarco, Jr., Sausalito, CA. 36-ft. Marconi ketch, Herreshoff design **Nereia** ketch, '59 TransPac vet, Hawaii cruises.

Suzy Q — William Hansen, Berkeley, CA. 39'6" ketch, Alden design, built '38 by August Nelson, Portland, OR. Sistership to **Staghound**, TransPac winner in '51-'53, veteran Pacific cruiser, Inland Passage to New Zealand.

Swift — U.S. Navy, Alameda, CA (Paul Perona skipper). 44-ft. Marconi yawl, designed and built by Luders Marine, '39. Assigned to U.S. Naval Academy, Annapolis, for midshipman sailing and seamanship training.

Taaroa — M. J. Hansen, J.A. Lewitz, San Francisco, CA. 42-ft. Marconi sloop, Rhodes design.

Taurua — Peter Haywood, Corte Madera, CA. Murray Peterson designed 42-ft. schooner (sistership to **Quissett**), built Hong Kong '61.

Trade Wind — Joseph Baker, San Francisco, CA. 28-ft. Marconi sloop built by Baker himself in '38.

Valencia — Jim Schultz, Palo Alto, CA. 39-ft. Marconi sloop, designed by S&S in '57, built by Director.

Vim — Steven Gann, Carmel, CA. 22-ft. sloop, designed '46 by Merle Davis.

Wanderer II — Gene Whiting, Dublin, CA. 38-ft. Alden schooner, built by Stone in '31. Placed 1st in '67 Master Mariner.

Water Witch — Edward Telka, San Francisco, CA. 51-ft. Stone built yawl ('28); 1st Marconi rigged boat to sail the bay.

Whimbrel — Clark Arquette, Sausalito, CA. 23-ft. Marconi sloop, designed by Cox in '59.

Winola — David S. Miller, San Francisco, CA. 30-ft. cutter, built '38 by Fellows & Stewart.

(no name) — Kent Parker, San Rafael, CA. 31-ft. sloop, Knud Reimers design, built by Ander & Jensen '42.

(no name) — K. M. Weller, Redcrest, CA. 33-ft. sloop, '34 Laurin design.

Karoline — John Young, San Rafael, CA. 34-ft. sloop.

Katika — Edward Johnson, Sausalito, CA. 32-ft. Atkins Marconi sloop, built '45 at Santa Monica Boat Works.

LaCreole — Barry Norback, Berkeley, CA. 40-ft. Marconi ketch, built in early 30s as German naval officers' training vessel. Owned and sailed by Bernard Moitessier in the Caribbean.

Lahlia — Edmund P. Halley, M.D., Stockton, CA. 36-ft. Crocket ketch, built '40 by Peel, Master Mariner racer since '71.

Little Bit — Tom Arnell, Alameda, CA. 30-ft. gaff ketch, designed by John Hanna in '23 (Tahiti ketch), veteran of Hawaii cruises.

Madbear — Broadbear/Madigan, San Francisco, CA. 25-ft. Debutante, built Denmark, '61.

Marybeth — Dean Alan Gurke, Oakland, CA. 40-ft. Wayland yawl, former flagship of the Richmond Yacht Club.

Miss Crumpet — Gordon Smith, San Francisco, CA. 36-ft. Marconi ketch, designed by George Nicom '34, built by Paul Stroud '46.

Mistress II — Fred Searls, San Francisco, CA. 38-ft. Stephens Farallon Clipper sloop.

Misty — Chris Hansen, San Francisco, CA. 39-ft. Rhodes cutter, Master Mariner competitor '77-'80, built for Elinje Root, Assistant Sect'y. of State to Woodrow Wilson in '38.

Misty Rose — Dick Packard, Berkeley, CA. 28-ft. Herreshoff ketch.

Nautigal — Carlyle Corson III, Danville, CA. 38-ft. sloop, Spaulding design '37, built at Anderson & Cristofani, '38.

Nereid — Howard O'Daniels, San Luis Obispo, CA. 45-ft. Marconi ketch, designed '33 by Furnans Yacht Agency and built same year at Casey Boatworks, MA. Extensive racing record, including Master Mariners '76, '78, '79. Long Beach to LaPaz, Marina del Rey to San Diego, etc.

Nomadic Star — Jon Pulver, Pt. Richmond, CA. 37-ft. Marconi yawl, built '35 by Careff-Jenkins, a Tom Day design.

Orion — Stephen Crow, Napa, CA. 56-ft. Olin Stephens ketch, built by Henry Nevins in '34 for the Schafer brewing family. Ex-**Edlu**, ex-**Robon**, won '34 Bermuda race.

Orn — Lance Schoneberger, Mill Valley, CA. 32-ft. gaff sloop, designed by Nielsen of Denmark, '24, built Neptune Boat Yard, '24. Former North Sea pilothouse, sailed across Atlantic.

Paddy West — Mike & Sue Proudfoot, Brentwood, CA. 25-ft. gaff yawl, designed '06 by Mower/Day, built by Pasquucci in '37-'38, Master Mariner competitor

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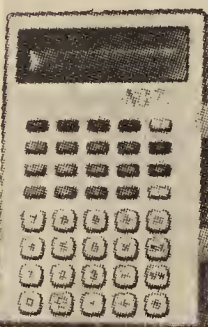
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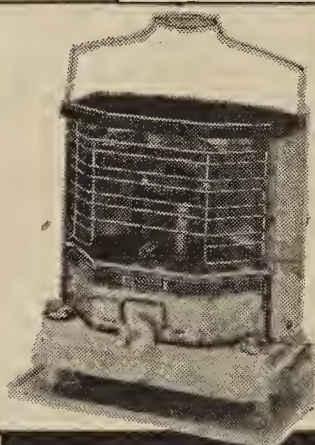
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GITANE GOES ON

ALL PHOTOS BY JUDY ANDERSEN



Author Judy, and a bird named 'Taco'.

We spent a couple of weeks in Acapulco even though it was probably our least enjoyable stop. The weather was hotter and more humid than any we had heretofore encountered on our trip down the coast, and the prices were staggering. Football could be seen on TV at the bigger hotels, so that was a big attraction for my Captain and crew, while I utilized the abundant facilities at the Acapulco Yacht Club.

Our journey from San Francisco had been very mild and windless more often than we liked. But now it was time to prepare for our venture through the Gulf of Tehuantepec. All the horror stories we had read were further re-enforced by our conversations with a couple who had just come North through that same area. They suffered a lot of damage, and enough fear and misery to convince them to sell their boat right there and then. We broke out our new storm trisail and decided on the best way to rig it, going through the procedures thoroughly in case we had to do it fast.

We took one last swim in the pool and one last hot shower before saying good-bye to all our newfound friends and we motored out of the harbor in late afternoon with our little buddy boat, *Small Fry*. The evening was moonless and pretty uneventful, although there is always an adjustment period when you set sail after a long stay in port. We saw many ships as we left Acapulco, but by late evening they had all disappeared and we were alone once again with *Small Fry* in the vast darkness.

We sailed into Puerto Angel after two days at sea, having been advised to make short hops and keep our fuel tanks topped off just in case we were blown out to sea at the Gulf of Tehuantepec. There was nothing at all available in this port so Captain and crew piled into a taxi and pointed it toward a nearby town. Halfway between villages the cab was halted by a threatening crowd of men, women and children brandishing machetes, steel pipes, knives, etc. They demanded a

fee of \$10 pesos to pass each way. We later learned they were collecting money to alleviate some political problem.

Our next stop was a sleepy little fishing village called Huatalco which was in the process of collecting sea turtles. We were aghast to see these huge creatures piled into small runabouts, on their backs and dying slowly in the sun. There was little available in town, but it was a picturesque and friendly place to walk about. I purchased a huge Papaya from a dark-eyed little girl and then accidentally sat on it in the dinghy.

Early the next morning, we kicked out with *Small Fry* and *Casa del Mar* bound for Salina Cruz. The night had been cold enough for blankets and the surface a bit rough, so I wasn't too surprised to find high winds awaiting us outside the harbor. I was able to pull my first watch and then was finished as we bucked and flogged through 30-40 knot winds dead on our bow. *Gitane* took a terrible pounding but still managed to walk away from the other two boats. By mid-afternoon we could no longer see *Small Fry* and *Casa del Mar* had turned back. Our wind indicator at the mast head was completely blown away as we rounded the last point. The outer harbor at Salina Cruz was a welcome respite and a good anchorage; we pulled in at 9 p.m., exhausted.

We maintained radio contact with *Small Fry*, and they finally made the anchorage about 2:30 a.m. That last eight miles from the point took them four very wet hours! We aided their anchoring as best we could with

GITANE

the spotlight, but it was too rough for them to come alongside. The wind let up for only brief moments for the next three days, making us prisoners on our own boats. After sleeping off our exhaustion and then doing all the chores below decks, we began to get edgy until Bill suggested pinochle. Once we got hooked, we played incessantly, and salvaged our sanity.

The wind was a steady 20-30 knots even in the protected anchorage, but it subsided slightly on the third day, allowing *Small Fry* to raft up to us. We inflated our dinghy and attached *Small Fry's* motor to it to try and shuttle people from all three sailboats in the harbor to shore for clearance and provisions.

the ten fathom line across Tehuantepec, and we were crippled by our malfunctioning depthsounder. The next two days brought good winds and not too uncomfortable seas. We fared well close to shore; others who cut across the bay were to regret their haste.

In Puerto Madera we found that the Port Captain would arrange for water, ice, diesel and propane to be delivered right to the dock. For other provisions we had to travel to a nearby town. We packed eight people and the driver into a taxi and covered twenty-odd miles to Tapachula. We were surprised to find a very modern and clean city which made our discomfort in transit worthwhile. There was a wonderful open-air market full of plump, fresh fruits and vegetables, and a huge bakery abounding with sweet, warm breads and rolls.

We waited for a break in the weather, which, that we monitored regularly on our Single Side Band, and with the first sign of

out to sea as some of the others, figuring that the Guatemala coast was the least threatening of all the troubled countries. So we stayed only about thirty-miles offshore in this area, and slowed our speed to maintain visual contact with *Small Fry*.

Dawn brought a series of volcanoes on the horizon. It was to become our last sight of land for a long time as we kicked further out to avoid El Salvador (about seventy-miles). We tried desperately to get a series of good three-way fixes on those peaks, but were unable to get a group that we felt absolutely confident with. We were comforted by the fact that they were all placing us within five miles of our Dead Reckoning and we took into account the fact that our DR has been consistently long and offshore. *Small Fry* took sun shots and Loran C readings; *Masara* had Loran; *Aquarius* had Omega; and *Sanctuary* had a Sat. Nav., but nobody was any more confident of their exact position than without the benefit of such equipment.

Two days out, we hadn't seen another boat besides *Small Fry*, and we now were well out of sight of land. My evening watch came up at 8 p.m. and I took over the helm under power as there was no wind at all. I



After slowly and painfully making their way over to "Feat of Clay", the dinghy capsized, ruining the motor, losing our oars, some tools and Dick's shoes. After much manipulation and frazzled nerves, we managed to run lines between the boats and shore, enabling us to pull ourselves back and forth on the ropes.

The wind dropped a bit more that night and we monitored the radio, hearing other sailboats passing outside the harbor and monitoring their reports on weather and seas. At 2 a.m. we hauled anchor and the three of us made a run for it. *Feat of Clay* took the lead as it was imperative to follow

moderation, five of us sped out past the breakwater and set courses for Costa Rica. We encountered large swells on the way out and I promptly became seasick. I was nervous, too, about this long crossing — our longest yet — and through such unfriendly waters. I was able to stand my watches, but the crew had to fend for themselves for meals that first day out. We did not sail as far

noticed the light on my starboard bow and watched as it continued in a westerly direc-

Brian and Bill emerged from the cabin with shotgun and rifle and took their places. My heart sank, as I clutched the wheel, praying and asking myself what I was doing here. The men maintained calm and cautious attitudes and I drew heavily from their inner strength.

Acapulco, *Gitane's* least favorite stop in Mexico.



When collision became imminent, I asked permission to alter course. We swung around 180° and opened the throttle, holding our breath to see if they would alter course and pursue, as we sped in the direction of *Small Fry*. Perhaps that was not the smartest thing to do, but at the same time, the other boat seemed to stand for home and safety and we rushed to it as fast as we could go. After ten minutes passed, we felt safer and resumed our original course and speed, still far from *Small Fry*, and not yet able to contact her. As the lights of the intruders slowly began to disappear, we set about trying to pull ourselves together, and giving thanks that it wasn't time for us to die yet.

The following day, we were all so tired from the mental strain of the night before that each of us did our shifts and slept our off-time away. Everyone was listless, and though none of the guys would admit to having been scared, their emotional exhaustion was readily apparent. By evening, the winds had increased to the point where Dick did not feel I could physically control the helm, so I was sent below. There was no possibility of getting any sleep with the heavy seas we were beating into, so I just hung on all night, listening to the water rush by the hull.

The sun came up behind what was definitely land ahead. It disappeared from

tion, parallel to our course. It continued to pass at some distance but before it completely went astern, it altered course and angled toward us. I notified the Captain of the change and moments later two other lights appeared on our port, both travelling in a westerly direction before turning and angling toward us. We began to panic.

Small Fry's lights were still visible behind us but they didn't answer our radio calls. Art had a habit of turning the VHF off when he made his usual 6:30 Ham transmission, then forgetting to turn it back on. *Masara* did answer our call and stood by to monitor even though they were well out of our visual range.

We watched the boats carefully, slowing our speed of advance, praying they would show some sign of altering course. We had never gotten around to conducting the arms drill we had contemplated time and time again, but now there was sufficient incentive. Dick quickly dug out the firearms and gave brief instructions on their use and reloading.

What, no hot tub?





view as daylight broke and we never saw it again. The winds were still in excess of 35 knots with heavy seas on the nose, and the ride was very uncomfortable. The wind direction was good and we were able to sail, but were taking such a beating that Dick made the decision to head toward land to the North and take the waves more abeam. It did make the ride more tolerable and as we approached land, the weather calmed slightly. As we reported our improving conditions, all our buddy-boats followed our example.

As we approached land the winds dropped to 25 knots. Feeling guilty for having been so little help during the last twenty-hours, I managed to prepare a hot supper, and later, freshly baked gingerbread with lemon sauce. The crew, tired and hungry after working all night, greeted my meager efforts with waves of appreciation. We sighted land about 4 p.m. and tentively identified it as San Juan del Sur, which it was not, but we charted our course on that assumption. *Small Fry* was experiencing all kinds of problems, but the heavy seas prevented us from getting close enough to help, nor could we tolerate the pounding to sit and wait for hours; we had to push on.

At 11 p.m. that night, Dick awakened me, frustrated and exhausted. He had finally hit bottom emotionally and physically. The crew too were deep in much needed sleep, and

we were definitely lost — though only half-a-mile offshore — in unfriendly waters. Dick collapsed in bed and I stood the next two hours at the helm, moving slowly and care-



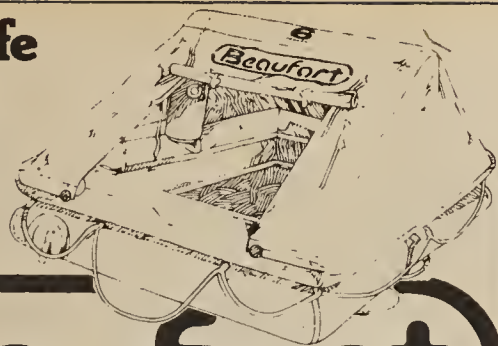
Inflatable cruising in a Metzler. Above, *Gitane's* crew, thankful to be in Costa Rica.

fully watching the coastline for anything identifiable in the darkness. When Brian came on at 1 a.m., I began to study the charts and sailing directions. I tried everything I could think of to pinpoint our position and finally got lucky. When we were confident of our location at San Juan del Sur (the home of the famous Hatteras), we plotted a course to Bahia Elena and headed out to sea. The entrance to the Bay would have been impossible to find had our course not been good or if we had arrived any earlier. But as Luck would have it, dawn broke as we approached the land, only minutes behind *Sanctuary*, the leader of our flotilla.

All the other boats drifted in during the day with the exception of *Small Fry* who was out a whole extra day. We monitored our radio to help her in and finally pulled anchor to motor out and lead her to the spot. As we returned to anchor with *Small Fry* behind us, all the other boats at anchor blew their horn sirens, set off firecrackers and cheered. We had been worried since *Small Fry* was so long overdue, and good radio contact had been thwarted by the surrounding land. They rafted to us and we fed them a huge breakfast as they were nearly out of food, too. Bahia Elena was lovely, decidedly tropical, and we were so thankful to be safe in Costa Rican waters.

— judy andersen

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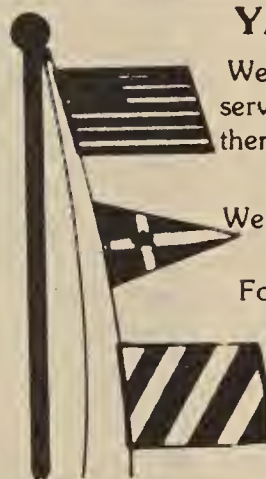
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DOUBLEHANDED

Scott Owens and Bob Zolli remember the first Doublehanded Farallones Race, held last year, as a most excruciating experience; it was hot, there wasn't any wind, and the tides were adverse. They decided to try the race again this year, but with a more relaxed attitude, including a watch system designed to minimize discomfort and maximize mellowness.

Scott and Bob were among 121 pairs of entrants who set off on a wet April 25th for The Rocks in an on-again, off-again westerly. They sailed Scott's Santana 22, *Jerome the Unknown*, competing in the small boat division, the largest of the four divisions that made up the fleet. While most of their competitors stayed on the weather rail throughout the breezy beat out the Gate, Scott and Bob traded helm duties every half hour. The sailor offwatch went below, staying out the rain, enjoying food, drink and the sounds of KMEL on the box.

"We just had fun!" said Scott. "We were psyched for the worst because of last year, but this was a really enjoyable sail."

Jerome the Unknown followed the Quar-

What Chris Corlett, one of the bay's better helmsmen, doing changing headsails? That's what you do when your boss is driving in a doublehanded race.

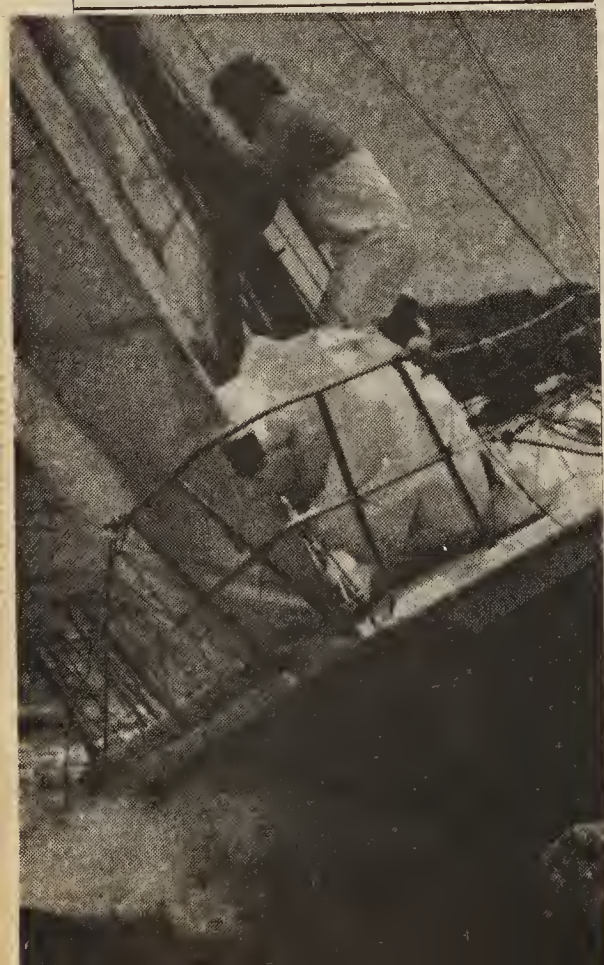


Could this be **Bobjoy** a Yamaha 36? And could this be Bob and Joy? We don't know, we're just guessing.

ter Tonners *Suzi* and *Tequila Sunrise* around the Farallones, and all three boats set chutes for the home run. A northerly squall brought more wind, which helped them fight the ebb as they approached the Gate. *Jerome* worked the south shore, squeezing around the South Tower on a close reach and came across the St. Francis finish line at 9 p.m., about five hours after the first boat to finish. They corrected-out to take fleet honors by a mere seven seconds over San Francisco YC's Commodore George Vare and his son Andy, aboard the Division 3 boat, *The Shadow*.

"Dee Smith has told me several times you need a boat that can average eight knots in order to win a Farallones Race," said Scott. "Usually what happens is when the sun goes down the wind dies and the smaller boats still out on the course eat it. This time the wind actually freshened up after dusk and we made good enough speed to save our time."

The Shadow made her move on the way out, wearing a 150 jib in winds that were sometimes over 22 knots, and just churning to weather. George Vare admitted they were a little overpowered, but the extra drive gave them the punch to get through the slop.



FARALLONES

All Photos by Latitude 38

crew. The Two Tonner *Leading Lady* and *Wings* were in range on the upwind leg, but faded when they cracked sheets after rounding The Rocks.

Around the Lightship the breeze picked up again; *Arrow*'s apparent windspeed jumped and so did the tri, hitting 15 knots to *Chasch Mer*'s 10. *Arrow* blew out her new spinnaker at the bridge, and so after a little more than seven and a half hours on the course, they finished under main and jib. "I'm convinced," says Halterman, "that a tri can make it in under five hours."

Chasch Mer followed *Arrow* across the finish line some fifteen minutes later; then there was Stu Kett and Bill Lee aboard *Stu's Santa Cruz 50 Octavia* another forty minutes back. Within the next half hour *Leading Lady*, *Temptress*, *Monique*, and *Wings* crossed in that order.

One of the lovelier things about the Doublehanded Farallones was the many women who got in on the action — and did well. There were women on one of the top three boats in three of the four divisions. Typical was Johanna Weir, who teamed

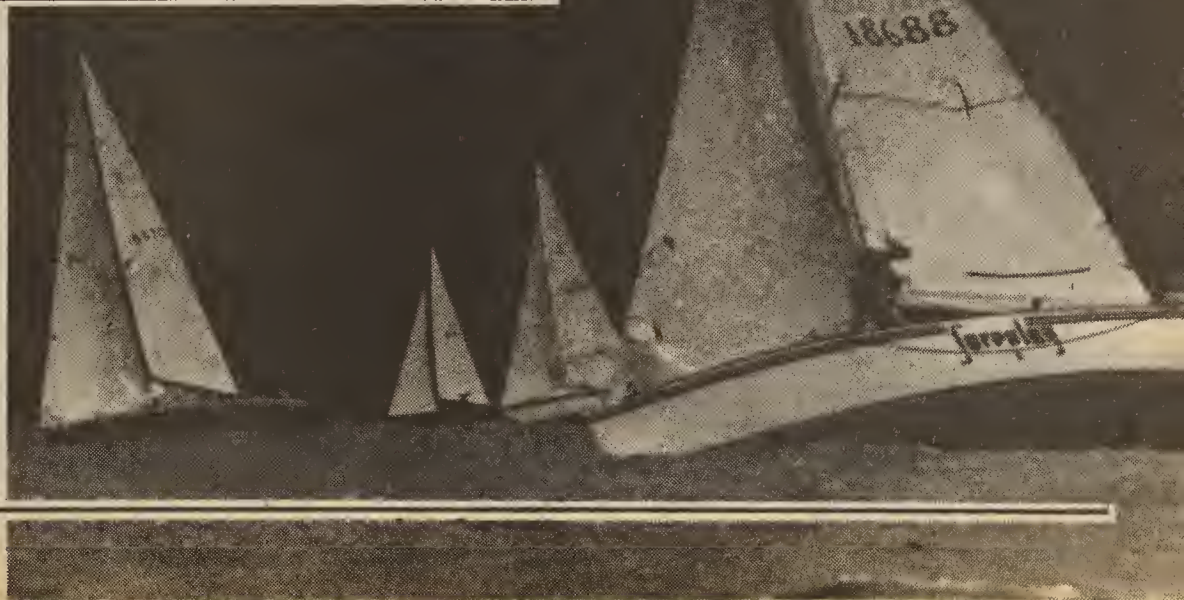
A production beat; an Ericson leads a J-36, *Santana 35*, and *Wilderness 30* along the Marin Headlands.



LATITUDE 38

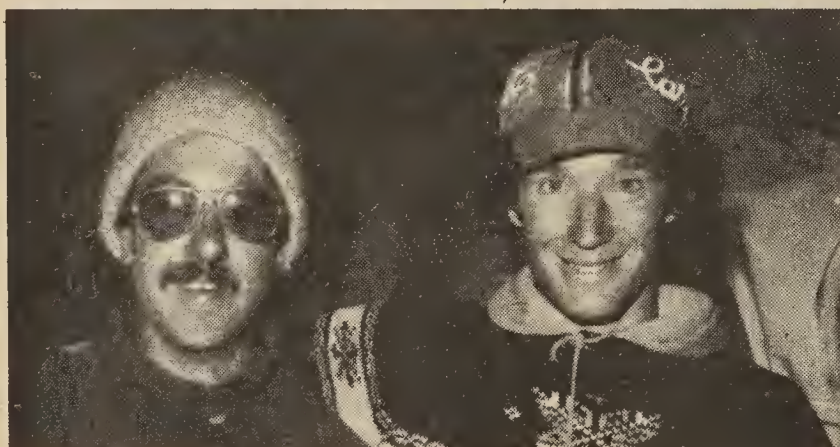
With a skeg and a large rudder, George and son Andy had to trade off frequently to battle the weather helm, but they enjoyed it. Beating 119 other boats does that to you.

Winning the drag race for first-to-finish honors was *Arrow*, the 35-ft. Santa Cruz-based trimaran owned by Jack Halterman and crewed by Michael Dias. Jack says the Farallones races — both the solo and doublehanded — are just about the only times he gets to race his tri, so it was worth the trip up the coast. *Arrow* battled for the lead all the way with *Chasch Mer*, Randy Parker's Santa Cruz 50 with Dee Smith as





First mono-hull, Dee Smith and Randy Parker — Chasch Mer.



First to finish, Jack Halterman and Michael Dias. — Arrow.



First non-ultralight, Bruce Munro and crew — Leading Lady.



Whoever heard of a Nordic Urban Cowboy? Husband and wife team,



Bill Erkelens and crew on Lois Lane.

FLEET CORRECTED-TIME WINNERS

- 1.) **Jerome the Unknown**, Scott Owens & Bob Zolli, Santana 22
- 2.) **The Shadow**, George & Andy Varr, Mull 32
- 3.) **Spirit of Bombay**, Greg Paxton & Teresa Taylor, Santana 35

DIVISION WINNERS

Division 1

- 1.) **Arrow**, Jack Halterman & Michael Dias, Tri 35
 - 2.) **Rush**, Paul Mazza & Viola Buckner, Tremolino Tri
 - 3.) **Sundowner**, Joe Therriault & Walt Doiron, Buccaneer 33
- Other finishers (not in order): Winsome, Tradewinds, Maru.

Division 2

- 1.) **Bloody Mary**, Franz & Ian Klitza, Santa Cruz 27

- 2.) **Hot Flash**, Brenden Meyer & Peter Jones, Santa Cruz 27

- 3.) **Temptress**, Jim Walton & J. R. Buckingham, Swede 55

Other finishers: Chasch Mer, Octavia, Monique, Lois Lane, Panache, Third Reef, Special Edition, Zonker, Ankle Biter, Leftturn, Wet Spot, Hazy Image, Phantom Tollbooth, #32, Animal Farm, Wonder Woman, Toad, J Silver Heels, Tsumoni, Collage.

Division 3

- 1.) **The Shadow**, George & Andy Varr, Mull 32
- 2.) **Spirit of Bombay**, Greg Paxton & Teresa Taylor, Santana 35
- 3.) **Sporting Life**, Evan Dailey & Michael Green, Tartan 10

Other finishers: Catch the Wind, Spartan, Abraxas, Ravishing Ruby, Non Sequitur, Flyer, Skua, Chablis III, Candide, Topaz, Incision, Cugnet, Cheap Thrill, Josephine M, Lively Lady II, Mercury, Gypsy Fire, Courageous, El

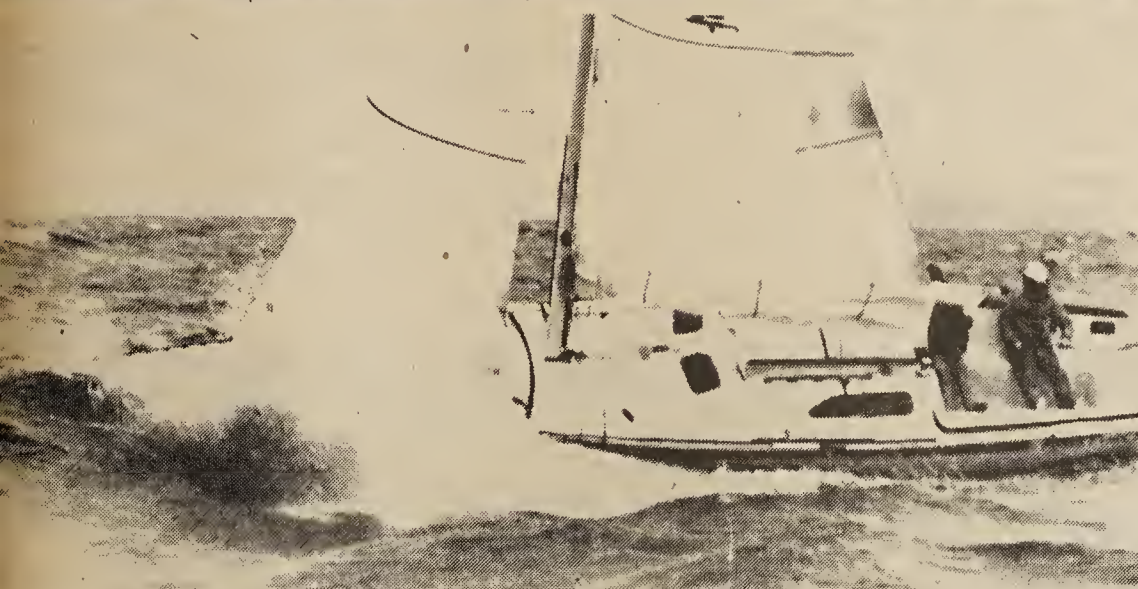
Foreplay, Rooster Cogburn, Driven Dreamer, Fast 40, Tinsley Light, Wideload, Quadri, Sangvind, Destiny, Manitou, Notorious, Exporter, Temerity, Journey.

Division 4

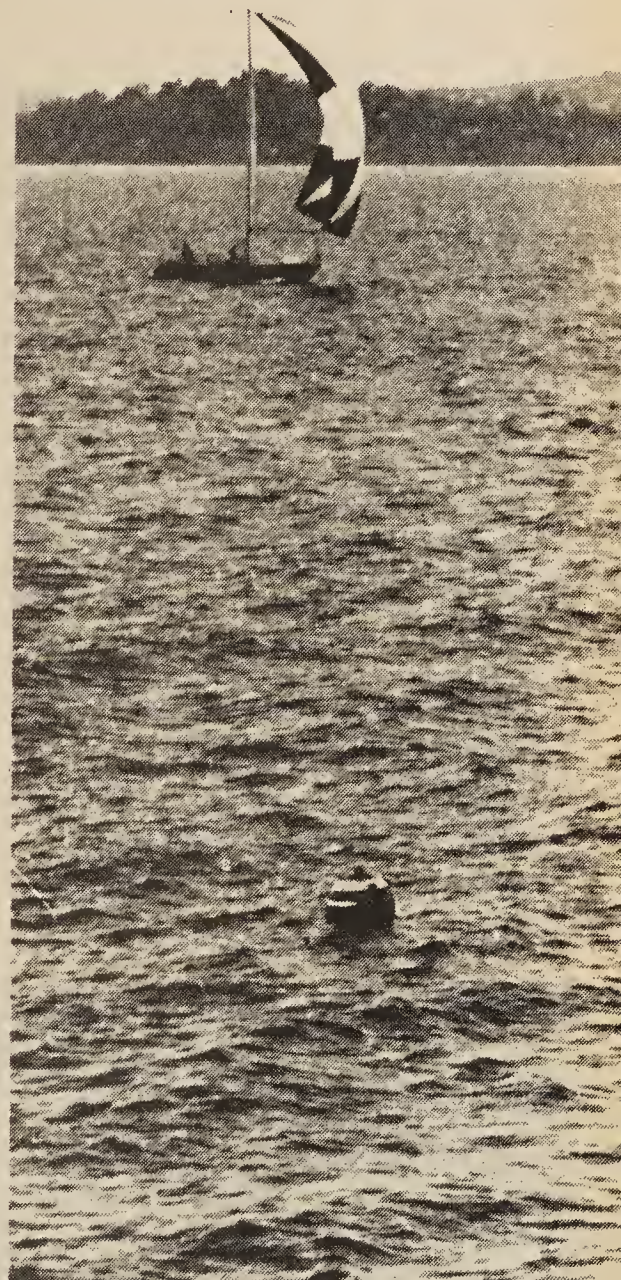
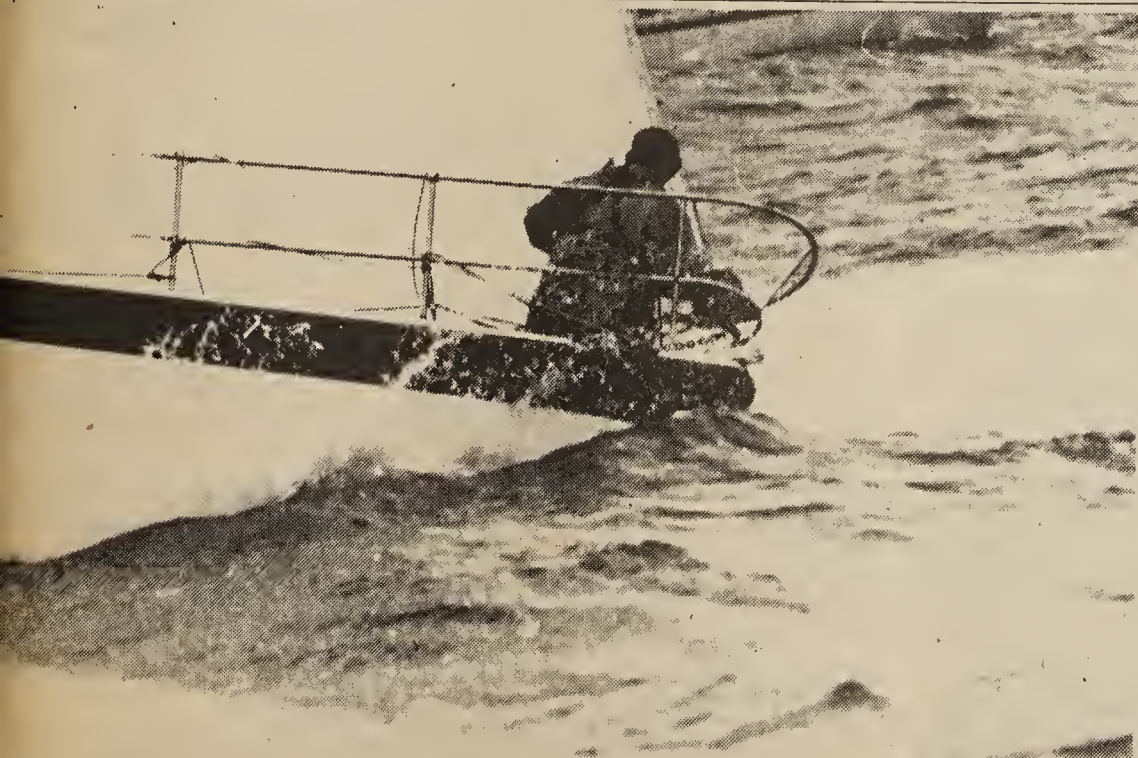
- 1.) **Jerome the Unknown**, Scott Owens & Bob Zolli, Santana 22
 - 2.) **Wild Fire**, Carl & Mark Ondry, Yankee 30
 - 3.) **Hurrah**, Johanna Weir & Jim Fair, Yankee 30
- Other finishers: Mele Iwa, Gemini, Callistro, Shenanigan, Suzi, Belfast Lady, Bon Compagnie, Wild Fire, Whither Thou, Tequila Sunrise, Current Asset, Hipposterous, Breezy II, Smogen, Esprit, Morning Sun, Chimera, Royal Scam, Fetish, Zoom, Charisma, Circus, Quickstep, Perfect High, Twisted, Shamrock, Donnerwetter, Moonstone, Heide, Irish Lady, Quintessence, Mono Too, Fixation, Harlequin, Poem, Saltshaker, Tidewaters, Bare-Footin, Nordic Star, Page II, Accomplish.



Paul and Chris Kaplan on their Nordic 44.



Alan Adler and crew take a dip on his Fast Forty.



Leading Lady crosses the finish line at dusk.

Sam Crabtree's Cal 39, **Catch the Wind**, takes a wave in the channel.

with Jim Fair (who had won the Singlehanded Farallones the week before) to take third in division four with the Yankee 30, *Hurrah*.

The pair had won MORA last year with a full crew, and Johanna noted that there was so much more room with just two aboard. The high point of the race for her came on the spinnaker leg back, where they dip-pole jibed five times, including once under the North Tower.

"Jim steered while I did the foredeck," she said with a giggle. "It was a thrill to do it with just the two of us — I couldn't depend on all those extra hands!" Maybe it's time for a Doublehanded TransPac.

— latitude 38 *suc*

PEARSON

Way back in 1955 there were a bunch of guys in the Navy named Clint. The one we're concerned with here spent his off-duty time in his garage trying to build dinghies with new materials, fiberglass cloth and resin. He fooled around and experimented for a year, trying to decide if these were feasible materials with which to commercially build dinghies.

When he got out of the Navy in '56 he got together with his cousin Everett and Everett's friend from Brown University, Fred Heald. They decided to give the boatbuilding business a go, and they located their company in an old textile plant in Bristol, Rhode Island, where they banged their heads on the ceiling sprinklers while building molds. They called their company Pearson Yachts, Pearson being Clint and Everett's last name.

Now Pearson isn't the oldest production sailboat manufacturer in the United States, that distinction goes to W.D. Schock who started Santana back in 1945. But Pearson is 25 years old this year, and this article is our anniversary present to them.

In the last quarter century Pearson has introduced 65 different boat models, ranging in size from the 8-ft Cub, their first boat, to the luxurious Pearson 530, the 53-ft cruising ketch introduced last year. Sure they made some design mistakes on the way, namely 14 powerboats, but the last of those was in 1971, the Portsmouth 43. Since then everything's been for the breeze.

As with most fledgling companies, the owners were involved in all aspects of their business. They were right down there on the production lines with the hourly employees experimenting with new glassing techniques and resin mixtures in those innovative days

of glass boatbuilding. Heck, Everett even rode the rig that trailered their then biggest sailboat, a 28-footer, down to the New York Boatshow in 1959. The boat was the 28-ft Triton, destined to be the first outrageously successful production racer/cruiser. Seventeen Tritons were sold at the show, and Pearson "went public" to get funding. Eventually 700 were built.

Tritons, of course, are not strangers to bay sailors as the fleet still has active one-design racing. Other Pearsons racing as one-designs on San Francisco Bay include the 26-ft Ariel and the 33-ft Vanguards.

Longevity is a byword of most Pearson designs, and even the Triton has long been surpassed by other models. Consider, for example the Ensign, like the Triton designed by Carl Alberg, which was introduced in 1962 and 1,750 hulls later is still being produced today. Then there's the Pearson 35, still in production since its inception in 1968. Pearson's all-time best seller, their 26-footer was introduced in 1970 and still goes strong, as does the Pearson 30, winner of the 1970

PEARSON YACHTS



Cub 1956



Marauder 1958



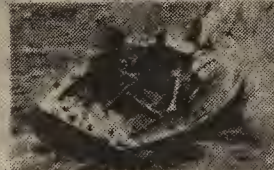
Tiger Cat 1960



Plebe 1957



Privateer 1959



Electra 1960



Mariner 1958



Challenger 1959



Pearson 27 1960



Mate 1958



Pacer 1959



Pearson 30 1960



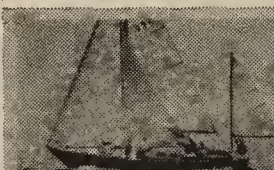
Mauden 1958



Triton 1959



Pearson 37 1960



Arietta 1960



Ariel 1962



Yachtsman 1963



Hawk 1960



Rhodes 41 1962



Arctural 1964



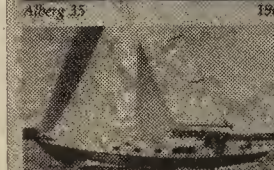
Alberg 35 1961



Vanguard 1962



Commander 1964



Bounty II 1961



Ensign 1962



Countess 44 1965



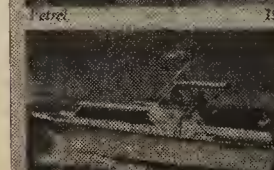
Petrel 1962



Packet 1963



Sunderland 1966



Randon 28 1962



Revolute 1963



Coaster 1966

A QUARTER CENTURY OF GLASS

3/4 Ton championship.

Throughout its history the conservative company has avoided uncompromising racers in favor of family boats, but one of theirs still owns a yachting milestone, one that helped fiberglass boats gain widespread acceptance. That boat was *Burgoo*, a 37-ft Invicta yawl Bill Tripp had designed in 1970. The boat walked off with corrected time honors in the Bermuda Race — a big deal east of the Mississippi — the first fiberglass boat to do so, and the smallest boat ever to win such a prestigious race.

Every major production manufacturer has designed some boats that look like turkeys, and Pearson's worst, in our opinion, was the 15-ft Maruder powerboat. The thing looks like a '57 Chevy about to sink, what with its huge, useless tail fins. But they've also produced some boats that looked ahead of their time, too. Specifically we're thinking of the Countess 44 ketch, introduced in 1964 and the biggest fiberglass production boat at the time. Her flush deck, numerous hull ports, and airy cabin would probably make her a hit

even today at 17.

In the history of Pearson Yachts there have probably been two significant internal changes. The first occurred in 1960 when the company was just four years old and Grumman Aircraft Engineering Corp. acquired controlling stock of the company. They had been looking for an acquisition, "someone small, but with big potential" in the use of fiberglass and "Pearson was perfect." In 1964 Pearson became a division of Grumman-Allied, and moved into new quarters at their current home in Portsmouth, Rhode Island. The founders of Pearson continued to work for the company, but all three eventually drifted away. Clint Pearson and Fred

Heald started Bristol Yachts; Everett Pearson builds J-24's and Freedom Yachts under contract.

It was in 1964 that the other big change occurred, the hiring of Bill Shaw, who has since become the head designer and president of Pearson as well as a vice-president of Grumman. Shaw had been sailing since a kid on Narragansett Bay, later graduated from the Maritime Academy at King's Point, and was responsible for the design of the Columbia 29 while working at Sparkman & Stephens. After some hands-on boatbuilding experience in the exotic Far East, he came to work for Pearson.

Shaw had a keen interest in racing. He was co-founder of M.O.R.C. (Midget Ocean Racing Club) and wrote their handicap rule; he is currently the chairman of the M.H.S. (Measurement Handicap System) Implementation Committee. You'd expect him to have fathered numerous all-out racers for Pearson, but that hasn't been the case. He



Twenty-five years of Pearsons.

PEARSON

explains why. "Eighty-five percent of the people who buy boats never go racing," and he figures half of that number only races for fun. As a result Pearson racer/cruisers have been family-oriented rather than buoy burners, yet Shaw's interest in racing has ensured that their cruising boats have always had a strong eye toward performance.

Back in 1960 when Grumman was buying controlling interest in Pearson, an Oakland man's neighbor brought over to him a photograph of a Knarr, a wooden boat built in Norway. The gentleman, Don Durant Sr., took one look and before long he and the neighbor, both members of the Metro YC, started Nordic Yachts to import the Knarrs and establish the class. They did exactly that, getting themselves each a free boat out of the deal. Durant was a plumbing contractor, and the boats were strictly a sideline.

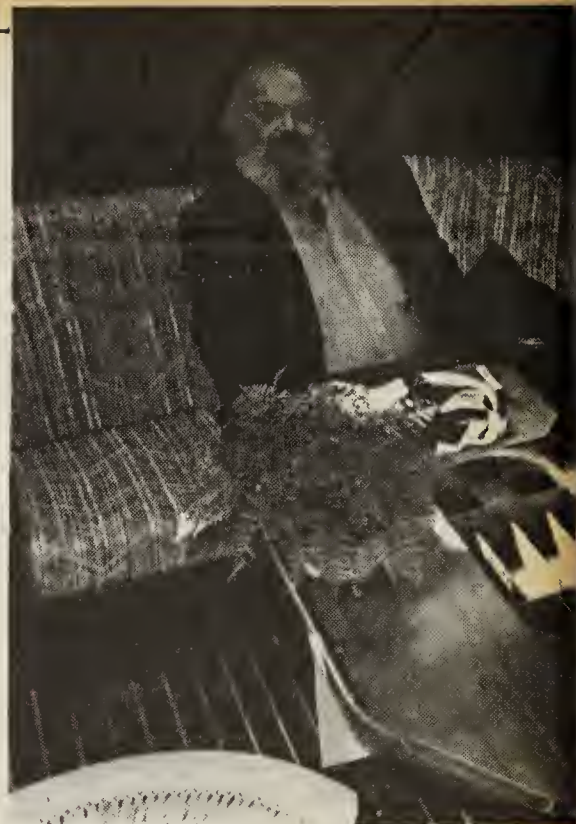
During a trip to L.A. in 1962 Durant saw a Columbia 5.5. Because it was fiberglass and had a strong similarity to the Knarr, he rather quickly became the bay area dealer for the then brand new Columbia Yachts. Headquarters for the dealership was out the side

field to Oakland's Embarcadero Cove.

With his son Don, Jr. working at Basin Boat Company building El Toros, Melodies and Zephyrs between classes at Berkeley, sailing had infected the entire family. In 1964 Sailboats, Inc. was founded.

It wasn't for another 10 years that Sailboats, Inc. became dealers for the Pearson line. What happened was that Sailboats, Inc. was having a strange problem with Columbia; they were the company's biggest dealers in 23's and 45's, but couldn't sell the models in between. Looking for another line, they considered Tartan, but then Don Sr. saw Pearsons in San Diego and decided they had to have them. Pearson is not given to rash decisions, and it took the Oakland company six months of wooing before they got the dealership, one of three on the west coast.

Since acquiring the line, Sailboats, Inc. has sold 138 new Pearsons, most of them the larger models because of the costs involved shipping boats from back east. According to Don, Jr. currently one of the corporations principals, the 365 cruising ketch



Running the Sailboats, Inc. operation, Will Paul and Don Durant, Jr. The area shown here is

now they are up to hull number 400.

Durant attributes the 365's success to the fact that "it has everything a Westsail has, plus speed and practicality." The longish fin keel and big skeg rudder allow the boat reasonably good performance and yet enable the boat to be run aground without undue concern. The rig is modest so the sails are



Roller furling jib, electric winches, and a main that rolls inside the mast makes life easier. The

530s huge interior and decks make her an ideal choice for an offshore casino or a floating

bordello.

door of his plumbing business, located in a building he and electrical contractor Pat Ryan had moved piece by piece from Fair-

has been the biggest selling Pearson in northern California. It's also a big nationwide hit; originally it was planned to build 50, but

easily managed by just a couple, and the hull laminates are generously thick as a result of the conservative northeastern thinking that

A QUARTER CENTURY OF GLASS



about a third of the width of the 530's main cabin.

prevails at Pearson.

The development of the 365 is typical of Pearsons. Head designer Shaw — there are four other designers at Pearson — develops a design, has a prototype built, and sails it for the summer. Modifications are made, and it goes into production the next year. You can always tell what Pearson will produce the following year by what Shaw is sailing this summer. Last summer he sailed a 36-ft cruising cutter, the summer before that a 53-ft ketch named *Pioneiro*.

Pioneiro is Portuguese and was given in honor of the many Portuguese craftsman at Pearson, many of whom are among the 60 employees with over 20 years with the company. There are guys still working for Pearson who can remember laboring halfway through the night to get a production line ready, or getting out car jacks to help separate the first Triton plug from the mold.

Company loyalty is strong in southern California where Mexican workers from Islander and other manufacturers meet at certain bars and occasionally end up throwing fists over who builds the best boat. In general the Pearson employees have worked longer and their loyalty is manifested in more mature ways. Thousands, for example, turn out for company picnics. Pearson, in return, has a sailing program that employees are encouraged to take advantage of.

Durant, who is on the dealer advisory board, enjoys working with Pearson because of the give and take attitude they encourage. A while back Pearson officials wanted to come out with a hot One Tonner; when the dealer advisors balked, Pearson accepted the advice and the project was shelved. When plans were unveiled for the luxurious



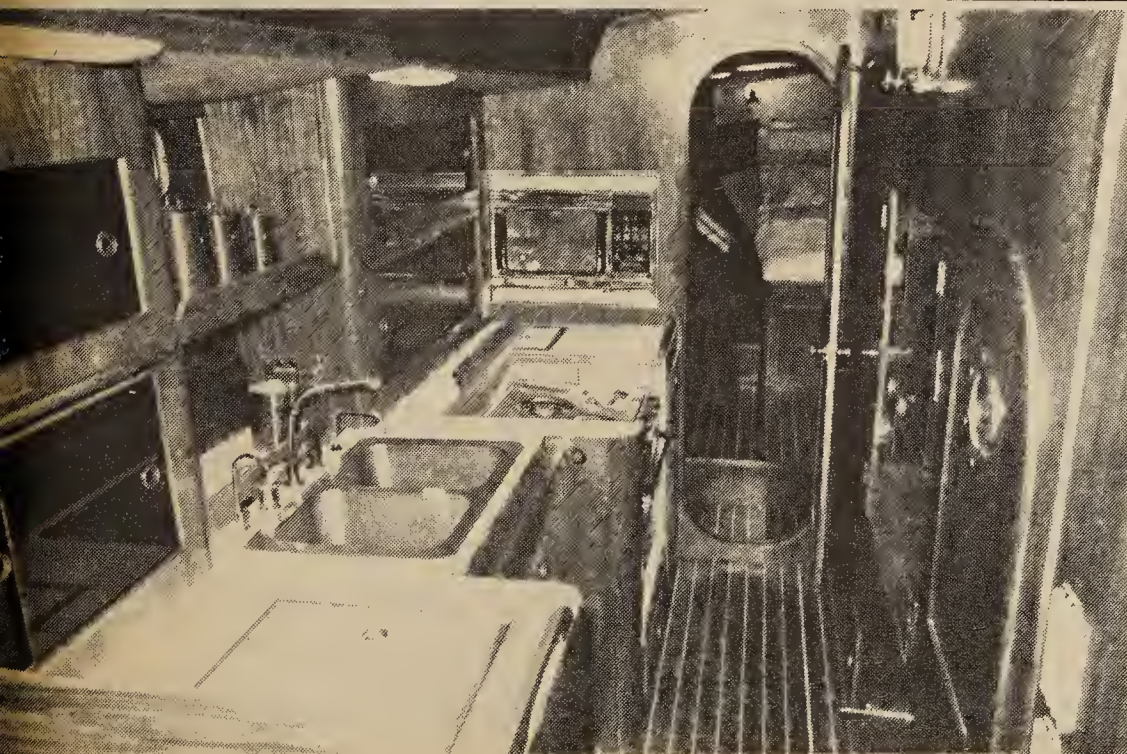
This Pearson Flyer, along with a 36-ft. cutter, are the two 1981 additions to the Pearson line.

530 the dealer advisors wanted teak decks badly, even though they would cost more, weigh more, and require more maintenance. Pearson steadfastly refused, carefully explaining they weren't in a position to do such work properly and therefore wouldn't do it at all. So the 530 doesn't come with teak decks.

Interestingly enough, there is a strong theme that is common throughout Pearson boats, no matter if they were built by the founders, or by Grumman; no matter if they were designed by Alberg or Shaw. The theme is that 'form follows function', or as Will Paul of Sailboats, Inc. puts it, "substance takes precedence over style". You can see it in the old Tritons, we saw it in the Pearson 41 we owned, we've seen it in numerous Pearson 30's, and we saw it a few weeks ago in the Pearson 530. The boats are solid and functional; they aren't cutesy and don't have much gingerbread. As such they lack the pizzazz some folks are looking for. Nevertheless, the clean, practical philosophy that's permeated Pearson's for 25 years has found success, for as best we've been able to determine, they are the biggest manufacturer of sailboats in the United States. So happy birthday dudes!

— latitude 38

The Pearson 530s luxurious galley.



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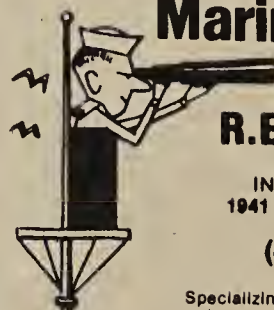
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JACK & JILL

As Race Chairman for the Sloop Tavern Yacht Club's 1980 Jack-and-Jill Yacht Race from Port Angeles, Washington, to Honolulu, I feel that I must respond to your comments in the February "Sightings" column (pg. 55) regarding Michael Lingsch's disenchantment with our race.

Mr. Lingsch initially responded to our Race Brochure, a copy of which is enclosed, by sending a \$50.00 non-refundable deposit to reserve a starting position which I received on April 5, 1980. Section VII, Ratings, establishes that each yacht shall be handicapped under the PHRF rating that is on file with the owner's local fleet. We also felt that we should reserve the right to adjust the ratings of any downwind "sleds" that might be competing against full-keel type designs. I am at a total loss to explain his feelings that he would be penalized for carrying a spinnaker — this was never under consideration by the Race Committee. Our only concession was to allow those yachts not wishing to use spinnakers a NFS (no flying sails) rating adjustment of 0.1 min./mile or 18 sec./mile slower in accordance with Section 2.9 of the Pacific Handicap Racing Fleet of The Northwest Spring 1980 Regulations. To qualify, Section 2.3.8 states in part "NFS ratings exclude such sails as spinnakers, mizzen stas's, streakers, spinnaker stas's." I have enclosed copies of these sections.

On April 30, 1980 I received a check from Mr. Lingsch for the balance of his entry fee along with his entry and waiver forms indicating his intentions to race his yacht with flying sails under his local fleet assigned rating of 252 sec./mile or 4.2min./mile. The Race Committee accepted the conditions of his entry. He was not notified of any penalty that would be assessed against his assigned rating. In late May, Mr. Lingsch phoned one of our Race Committee members expressing concern that to date he had been unsuccessful in obtaining offshore insurance coverage for his yacht and may be forced to withdraw his entry. In mid-June I received a note from him stating that he had been unable to secure the needed coverage and must cancel his entry, at which time I instructed our treasurer to refund to Mr. Lingsch his entry fee minus the \$50.00 non-refundable deposit. Enclosed is a copy of our cancelled check to Mr. Lingsch.

I will have to apologize to Mr. Lingsch for any lack of communications as I was totally unaware of any dissatisfaction he may have had with the rules and regulations of our race. He was kept informed of the progress of race preparations thru follow-on race bulletins as they were issued.

I am very much in agreement with your cautionary note for any yacht owner to have a complete understanding of the race that he intends to enter, but I would hope that the inferences made in your column toward our race were not intended to degrade the tremendous effort that went into this event to make it the success that it was.

Considerable interest has been generated in the Pacific Northwest to again sponsor this race in 1982 and the Sloop Tavern Yacht Club will undertake the organizational responsibility. This yacht club was founded in 1976 to provide cruising sailors with professionally run regattas that could be raced with crews consisting of non-sailing friends and neighbors. This type of regatta has been well received and attended and the Sloop Tavern Yacht Club has, over the past five years, earned an enviable reputation in the Pacific Northwest that is reflected in its growth to over two hundred members.

I am also enclosing a copy of the results for the 1980 race to familiarize you with our last event. I realize it is a little tardy — but better late for the start than a DNS! Unfortunately, I was unaware of your publication until late last summer when I was given several back issues to read. On my return sail from Hawaii after the Jack-and-Jill Race, yours is the only magazine that, after washing my hands in the

JACK & JILL

relative luxury of a freshwater squall, I would immediately return to even though the threat of more black newsprint smudges loomed large!

We will keep you informed of progress on the 1982 event — keep up the excellent publication.

Randy Mueller
Race Chairman, 1980

Randy — Actually, we let the questionable inference slip in there to see if anyone from Jack-and-Jill would respond, and you sure did, with a copy of the cancelled check you returned to Michael and everything.

Reading your letter reminded us of what bothered him. One thing was the spinnaker penalty; down in Northern California there is only a .06 second a mile differential for having a chute, and perhaps he wasn't aware that it's 18 seconds up north; we weren't.

Now, we also recall that he was greatly concerned about the insurance; if we recall correctly, he called some of the race officials or entries and they said some entries were planning to go without insurance, and just not tell the banks. This is common-as-hell practice, which drives banks and insurance companies nuts, but it caused Michael, who was falling behind schedule, to lose interest rapidly.

Anyway, we've looked through race rules and regulations and wish you and your fleet the best of luck in the next race, and remind our readers they can contact you at 1733 NW 59th St., Seattle, WA 98107.



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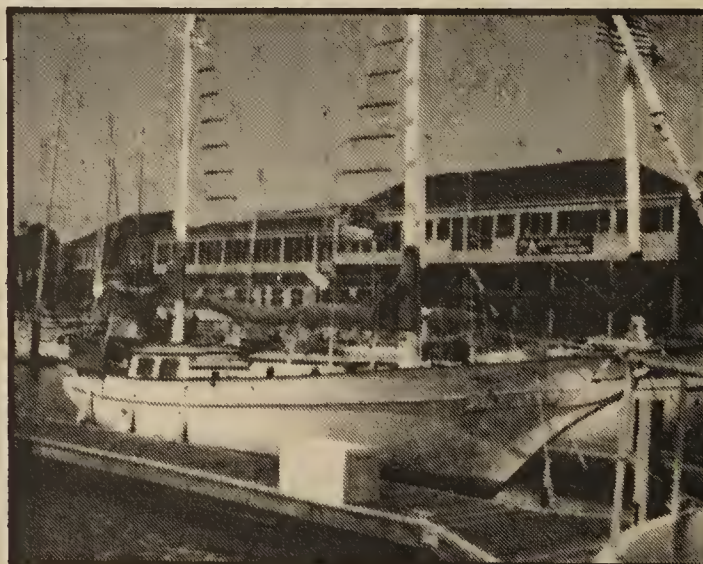


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26' Westsail (2) both of these sturdy cutters are ready from.....	39,500
30' Atkin Little Maid of Kent schooner, 1970, dsl.....	25,000
30' Block Island cutter, 1960, vane & lots of gear.....	25,000
31' Angelman schooner, 1962, 4 cyl. dsl., beautiful.....	41,000
34' Hanna Gulfweed ketch, 1973, huge inventory, very nice.....	65,000
35' Alden yawl, 1948, 4 cyl. dsl., cruise equipped.....	43,000
37' Tayana cutter, 1976, Autohelm, Redcrest, Walker log.....	65,750
40' Alden cutter, 1935, recently returned from So. Pac.....	58,500
41' Alden cutter M/S, 1958, GM 4-51, radar need offers on.....	59,500
41' Kettenburg FG sloop, 1967, sharp saller, nice.....	63,000
42' Alden cutter, 1940, cruise veteran, will survey well.....	49,000
44' Islander custom sloop, 1974, beautifully done.....	60,000
45' Hand schooner, 1929, stout lady in good shape.....	65,000
45' Explorer ketch, 1979, like new with new gear.....	110,000
47' Cheoy Lee ketch, 1973, radar, two-boat owner.....	135,000
50' Challenger ketch, 1974, radar, washer/dryer.....	165,000
60' English gaff sloop, completely restored beyond belief.....	225,000

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BUYERS: If you're looking for a boat & don't see it here, or if you don't know which boat among the many alternatives will satisfy your sailing needs, then please call. My listings change constantly, & I may have some suggestions if you haven't decided on a specific boat.

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41' YANKEE CLIPPER. F/G ketch, dsl., lots of gear.....	INQUIRE
40' TRINTELLA. '72 aft cabin ketch. Perkins dsl., autopilot, vane, & much more. European design built & maintained to highest standards w/berth in S.F. W. harbor.....	140,000

40' ALDEN CUTTER '35. Volvo dsl., 9 sails, lots of cruising gear, extensively refitted in '78 & ready to go.....	\$58,500
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39' CAL. '80, Perkins dsl., Barientis.....	\$115,000
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35' PEARSON '69. Bill Shaw; clean, organized cruis'g boat, dsl., extras.....	\$54,000
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34' TARTAN. '74, S&S keel, ctrbrd. design w/auto, windlass, lots more.....	\$42,500
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33' PEARSON VANGUARD. Very clean.....	\$33,500
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32' ATKIN THISTLE. Sturdy ferrocement dbl.-ender, Sabb dsl., more.....	\$28,000
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30' BODEGA. Brand new custom sloop, dsl., VHF & more.....	\$42,000
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30' SPARKMAN&STEPHENS SLP. by North Star. Whl. steer'g.....	\$25,000
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30' OLSON '80. Gleaming and super fast.....	INQUIRE
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30' DUFOUR ARPEGE. '69, cruise ready, fast; dodger, sails, dsl., elec.....	\$29,900
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30' WINDWARD '67. F/G, roomy cruising sloop w/diesel.....	\$26,500
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28' SANTANA '78. Extremely clean, well equipped.....	\$33,500
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27' TARTAN yawl. I.B., VHF, strong cruiser.....	\$22,500
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27' SANTANA '69. Spinnaker, 3 jibs, VHF, Evinrude o.b.....	15,000
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27' ERICSON '72. Complete custom interior and more.....	\$25,900
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27' BRISTOL '66. Alberg-design. Gd. cruiser.....	\$17,500
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26' INTERNATIONAL FOLKBOAT '70.....	\$15,000
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26' ERICSON '67. 3 sails, Johnson o.b.....	\$13,900
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26' DAWSON. Aft cabin, shoal draft cruising ketch, inboard.....	\$19,000
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25' SANTANA 525 '77. Headfoil system, spinnaker, Volvo o.b.....	\$13,800
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25' O'DAY. Honda o.b., 3 sails, & Sausalito berth.....	\$13,500
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25' FRISCO FLYER by Cheoy Lee. Masthead rlg, Sausalito berth.....	\$10,500
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44' SEA WOLF KETCH, '78.....	119,000
42' AFT CABIN SLOOP, '80.....	89,500
36' PEARSON 365 KETCH, '76.....	79,500
36' POLARIS, NEW, BASE BOAT.....	69,500
38' STEPHENS F. CLIPPER.....	66,500
35' CUSTOM ERWIN SLOOP.....	79,500
34' CORONADO, '70.....	39,500
28' COLUMBIA.....	19,500
27' DUFOUR DIESEL.....	32,000
26' ERICSON, '67.....	13,900
26' DAWSON, '75.....	19,950

POWER

60' CHRIS ROAMER.....	550,000
50' CHRIS CONNIE.....	139,500
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20' BAY LADY	3,450
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20' CAL	6,000
21' RUSSELL MARINE	5,000
21' VICTORY w/trailer.....	2,500
22'6" RANGER	8,350
22' HERRESHOFF EAGLE.....	7,500
22' SANTANA	7,000
22' TANZER	9,000
22' BRISTOL	6,500
22' AMERICAN w/trailer.....	7,800
22' COLUMBIA	5,500
23' HANNA GULFWEEDE SLOOP.....	6,000
23' RANGER	12,000
23' BEAR BOAT	6,950
23' CLIPPER MARINE.....	5,900
24' FARR 727, 1/4-ton slp.....	15,900
24' ISLANDER BAHAMA	6,650
24' J-24 SLOOP, 1980.....	15,500
24' NEW ENGLAND SLOOP	3,950
24' CAL	5,900
24' COLUMBIA CHALLENGER	6,000
24' BRISTOL owner carry.....	12,500
24' COLUMBIA CONTENDER	4,000
24' ISLANDER	6,000
24' SAN JUAN MKII, dsl. slp.....	17,000
24'7" SANTANA 25' 1/4 TON	13,900
25' LANCER	16,900
25' SEXIANT, 1969, dsl., flg.....	asking 13,350
25' CHEOY LEE FLYER, cutter rig.....	4,500
25' RAWSON MONK	8,400
25' VENTURE	2 from 7,000
25' CATALINA	16,500
25' SEILDMANN	23,500
25' SANTANA 525	15,000
25' TRIMARAN	4,500
25' NORDIC FOLKBOAT	2 from 6,500
26' PEARSON ONE-DESIGN	17,500
26' PEARSON ARIEL	12,500
26' GRAMPIAN	15,000
26' COLUMBIA 26T	14,500
26' COLUMBIA MKI	10,500
26' RANGER	2 from 10,900



Special of the Month! '79 IRWIN CITATION 39'. Dsl. aux. sloop. Price slashed for Quick Sale!! At Our Docks! \$61,000.

26' S-2 aft cockpit slp.....	20,000
26' INTERNATIONAL FOLKBOAT.....	2 from 15,250
27' NOR'SEA aft cabin slp.....	45,600
27' CAL 2 27	24,500
27' CHEOY LEE OFFSHORE MKII	26,000
27' ISLANDER	16,500
27' C&C	29,900
27' CATALINA	23,500
27' ERICSON	27,000
27' ALBIN VEGA	2 from 18,000
28' STARLIGHT CUTTER, slp. rig.....	12,500
28' NICHOLS BUCCANEER.....	15,950
28' KINGS CRUISER	9,000
29' COLUMBIA 8.7	2 from 33,000
29' ERICSON	26,500
30' CAL	25,000
30' H-28 MODIFIED KETCH	2 from 19,900
30' HURRICANE	17,000
30' COLUMBIA	29,000
30' H-30	25,000
30' ALBIN BALLAD	37,000
30' PACIFIC, Nichol design	14,000
30' ALBERG ODEYSSEY Yawl.....	27,500
30' CLIPPER MARINE.....	15,000

30' ERICSON, 1980	49,000
30' RAWSON PILOTHOUSE sloop.....	56,000
31' GOLDEN HIND	35,000
32' STEEL AFT CABIN sloop.....	35,900
32' BRISTOL	39,950
32' ERICSON	36,900
32' ISLANDER	51,000
32' CHALLENGER	47,000
32' PEARSON 323	59,500
33' FJORDPLAST	65,000
34' FORMOSA AFT CABIN SLP.....	72,000
35' WILLARD AUX. SLOOP.....	78,500
35' CAL	59,000
36' COLUMBIA AUX. SLOOP.....	39,500
37' IRWIN MK V	90,000
37' RAFIKI	2 from 78,500
37' FAREAST GARDEN KETCH.....	52,000
38' FARALLON CLIPPER.....	50,000
39' IRWIN CITATION.....	69,000
39' ALLIED MISTRESS ketch.....	105,000
39' INGRID DBL. END KETCH.....	55,500
40' MARINER KETCH.....	85,000
40' CHALLENGER CUSTOM.....	75,000
41' YANKEE CLIPPER.....	75,000
41' MORGAN	97,000
41' BENNETT FLUSH DECK KETCH.....	47,500
41' CT 41' AUX. KETCH.....	2 from 75,000
42' WESTSAIL	150,000
44' SEA WOLF KETCH.....	116,000
44' RHODES MOTORSAILER.....	110,000
44' HARDIN BOUNTY ketch.....	110,000
44' PETERSON cutter.....	115,000
45' PORPOISE DSL. KETCH.....	165,000
45' FREEDOM KETCH.....	189,500
45' SPARKMAN & STEPHENS M/S.....	55,000
45' FRANZ MAAS CTRBRD. YAWL.....	110,000
50' HARTOG AUX. SCHOONER.....	26,000
50' PEREGRINE	220,000
51' FORMOSA PILOTHOUSE ketch.....	156,500
52' AL BROOKS MOTORSAILER.....	28,000
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61' ANA MARIA gaff-rigged sloop.....	225,000
63' ULULANI CLASSIC KETCH dsl.....	73,000

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